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SUMMARY

1. ADMINISTRATIVE ACTION.

Action: Final - Combination Environmental/Section 4(f) Statement.

2. PROJECT DESCRIPTION.

The project, located in Mineral County, begins approximately 6.4 miles west of St. Regis, Montana and extends to a point approximately 1.3 miles east of St. Regis. The proposed project consists of 7.7 miles of 4-lane interstate highway and includes two interchanges, a rest area, two grade separations, six minor river crossings, one major river crossing, and associated auxiliary roads.

The highway alignment follows the St. Regis River canyon for approximately 6.8 miles. For the remainder of the project length, the alignment traverses the foot hills adjacent to the Clark Fork River.

The alignment of the project has been designed to minimize construction scars and river channel encroachments while providing a safe, fast, and efficient transportation facility.

Recreation access ramps, interchanges, and auxiliary access roads have been included in the project to maintain local recreation, residential, and business traffic patterns.

A detour has been provided, by paving the existing Camel's Hump Road, to maintain traffic flows during most of the construction period.

3. SUMMARY OF ENVIRONMENTAL IMPACTS.

The project will require relocation of a number of businesses and residences. A dedicated park in St. Regis will be replaced. Access to and from the interstate highway will be controlled.

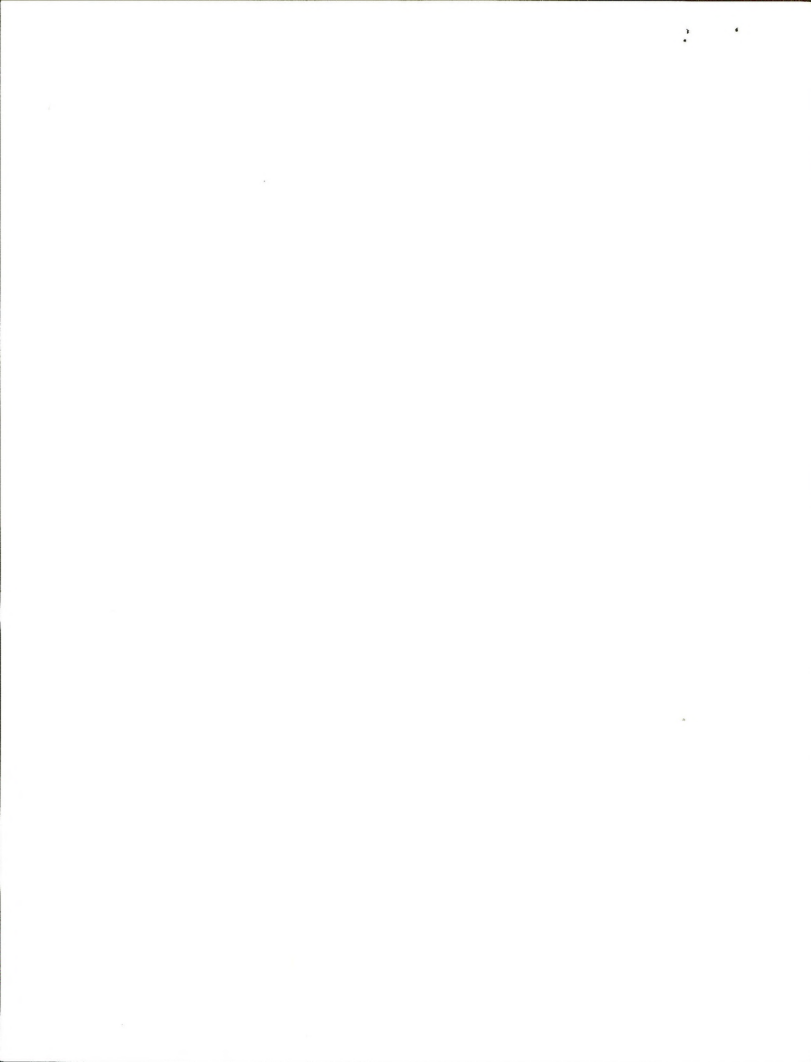
Impacts on the natural environment will include some loss of vegetation and big game winter range, encroachments and channel changes on the St. Regis River, and changes in the natural topography to form highway excavations and embankments. These impacts imply associated impacts such as loss of natural big game trails, temporary impacts on fish and other aquatic life, etc. Project design will improve the beauty and fish production capacity of the St. Regis River by restoring a portion of the river to its natural channel.

Completion of the project will result in a fast, safe, and efficient transportation facility for the use of the general public.

4. ALTERNATIVES CONSIDERED.

During preliminary studies, the Camel's Hump route was considered as a possible interstate corridor. Economic, efficiency, and environmental considerations indicated that the St. Regis River canyon route would be more favorable than the longer Camel's Hump route which involves steep grades and a relatively high mountain pass.

Subsequently, location studies involving several different alignments throughout the length of the project and revisions during plan development determined that the proposed alignment is the most favorable alignment within the canyon.



Separated and median alignments were considered in some areas within the project. Alternates considering river channel restoration were also studied near Two Mile Interchange. Several alternate alignments in and around the Town of St. Regis were considered.

5. REVIEW OF DRAFT STATEMENT.

Comments were requested and received from the following Federal, State, and local agencies:

- a. United States Post Office - St. Regis Postmaster
- b. United States Department of the Interior, Bureau of Reclamation
- c. United States Department of Agriculture, Forest Service
- d. State of Montana, Department of Fish and Game
- e. Environmental Protection Agency
- f. Department of the Army, Seattle District, Corps of Engineers
- g. U. S. Department of Transportation, Federal Highway Administration
- h. U. S. Department of Transportation
- i. United States Department of Agriculture, Soil Conservation Service
- j. Department of Housing and Urban Development
- k. United States Department of the Interior, Bureau of Mines
- l. State of Montana, State Department of Health
- m. United States Department of the Interior, Geological Survey, Water Resources Division
- n. U. S. Department of Transportation, United States Coast Guard
- o. U. S. Department of the Interior, Bureau of Outdoor Recreation



The comments that were relative to the environmental impact statement and a discussion of the comments are presented on the following pages.

Letter No. 1

United States Post Office
Cecil F. MacDonald
Postmaster
St. Regis, Montana 59866

Comment: Mr. MacDonald believes that fishermen will use the 10-foot shoulder on the eastbound lane for parking while fishing since there is no fence to stop them. He also requests more study on the Little Joe Road. He suggests a cost comparison of the Little Joe Road grade separation versus an interchange at Little Joe Road. (Signed Cecil F. MacDonald, Postmaster)

Discussion: The comments above were brought up subsequently at the Public Hearing held in St. Regis July 29, 1971. It was stated at that time that the distance between the St. Regis Interchange and the Little Joe grade separation is too short to allow for adequate signing should interchanges be constructed at both locations. It was also noted that although logging traffic will have to come through St. Regis to use Little Joe Road, the mainline traffic will not be coming through St. Regis. Therefore the traffic load through town will be substantially less than presently experienced.

Letter No. 2

United States Department of the Interior
Bureau of Reclamation
Regional Office, Region 1
P. O. Box 8008
Boise, Idaho 83707



Comments: It was suggested that more detail be provided concerning the railroad relocation since this would generally have a major effect on the canyon's ecology. It was also suggested that additional discussion would be desirable to support the conclusion that there would be no irreversible or irretrievable commitments of resources. (Signed: H. T. Helzen, Regional Director).

Discussion: The environmental impact statement has been revised and expanded to include more detail on both of the items mentioned above.

Letter No. 3

United States Department of Agriculture
Forest Service
Region One
Missoula, Montana 59801

Comments: It was stated that Little Joe Road has more significance than the Two Mile Road. Mention was made that, although dumping of slide material from the railroad tracks into the river had been a maintenance practice, it should not be expected to occur in the future with separated traffic lanes. It was pointed out that the acreage taken for highway construction is big game winter range and therefore is of greater significance than indicated in the draft environmental report. Seeding and fertilizing were recommended at the earliest stage that construction will allow. It was suggested that some irreversible and irretrievable commitments of resources would occur. It was stated that the recommendation to put the St. Regis River back into the original, abandoned channel near Two Mile Interchange was appreciated. (Signed: for Steve Yurich, Regional Forester)



Discussion: The discussion of Little Joe Road and its present status has been expanded to indicate future planned improvements. The discussion on dumping slide material from the railroad tracks into the river must have been misinterpreted. There is no reason to believe that the maintenance practices of the railroad would be influenced by the fact that the interstate highway will have separated traffic lanes.

The comment on the significance of the land in the canyon bottom is well taken. The final statement has been revised to indicate the significance of this acreage as big game winter range.

The final environmental impact statement has been revised to indicate that seeding and fertilizing will be done at the earliest practical stage of construction.

The section of irreversible and irretrievable commitments of resources has been expanded to include comments on commitments and the significance of the commitments.

Letter No. 4

State of Montana
Department of Fish and Game
Helena, Montana 59601

Comments: The significance of the land in the canyon bottom as presented in the draft statement was questioned. The validity and logic of the discussion on projected fish repopulation in areas of the river subject to channel changes was also questioned. (Signed: Ralph W. Boland, Assistant Chief, Environmental Resources Division)



Discussion: As mentioned in the discussion for Letter No. 3, the comment on the significance of the land in the canyon bottom is well taken. The final statement has been revised to indicate the significance of this land.

The discussion on fish repopulation in the draft statement may have been somewhat confusing. This discussion is well documented by extensive surveys made by a United States Forest Service biologist and other reports by the U. S. Forest Service. Data furnished by the Montana Fish and Game Department on May 17, 1971 refers to the U. S. Forest Service study and apparently concurs with the report. Surveys by the Fish and Game Department that were apparently made independently of the U. S. Forest Service survey tend to substantiate the claim that fish reproduction in channel changed areas would be less than in naturally formed portions of the stream. There is insufficient data however, to establish a ratio from the Fish and Game survey. If there is additional material available from the Fish and Game Department, there is no reason to change the discussion on fish repopulation.

Since submittal of the draft statement, alternate B, the relocation of the river to the original channel has been determined to be the most favorable alternate and is now the proposed alignment. The discussion concerning fish repopulation is therefore of minor significance since only 750 feet of the river other than the change at Two Mile will be channel changed. According to the U. S. Forest Service projections, the restored channel at Two Mile should support about $5\frac{1}{2}$ times as many fish as the existing channel.

Letter No. 5

Environmental Protection Agency
Region VIII
Suite, 900, 1860 Lincoln Street
Denver, Colorado 80203

Comments: There was a question as to the ability of St. Regis to provide public services for potential commercial development near interstate access control points. It was recommended that adequate measures be taken to prevent fuels, oils, greases, bituminous materials, concrete and other deleterious materials from entering waterways within the construction vicinity. It was further recommended that the Montana Department of Highways have a contingency plan to specify courses of action should a spill occur. It was noted that all possible steps should be taken to minimize turbidity in the stream due to construction. It was also mentioned that methods of sanitary wastes disposal be discussed and measures be taken to minimize air pollution problems. A preference for Alternate B, the restoration of the river to the original (abandoned river) channel near Two Mile Interchange was also stated. (Signed: Donald P. DuBois, Acting Regional Administrator)

Discussion: The draft statement indicated that commercial development could be expected to concentrate as closely as possible to interstate access points. This statement should not be misinterpreted that the interstate will create new commercial development possibilities, for this is not necessarily true. There is no reason to believe that the growth rate or the public service demands on the Town of St. Regis would be significantly increased by the construction of the interstate highway, except during construction periods.



The draft statement regarding the tendency of commercial development near points of interstate access merely indicates that should further commercial development occur it would most likely occur near the St. Regis Interchange which is the present general location of most of the St. Regis businesses.

The section "Steps Taken to Minimize Harm" has been expanded to discuss standard treatments for disposal or spillage of construction materials, fuels, sanitary wastes and other deleterious materials. This section has also been expanded to include water pollution control methods.

Letter No. 6

Department of the Army
Seattle District, Corps of Engineers
1519 Alaskan Way South
Seattle, Washington 98134

Comments: It was indicated that further detail regarding channel changes, flood flows, and channel capacity would be required before conclusions could be reached concerning the effectiveness of design to prevent flood hazards. The purposes of the project were indicated as being not mentioned. (Signed: H. W. Munson, Lt. Colonel, Corps of Engineers, Deputy District Engineer)

Discussion: The final statement has been revised to indicate the impact of the interstate on flood flows. The purpose of the project is noted in several places throughout the final statement.



Letter No. 7

U.S. Department of Transportation
Federal Highway Administration
222 S. W. Morrison Street
Portland, Oregon 97204

Comments: It was noted that the aerial mosaic maps attached to the draft were of poor quality. Relocation possibilities for the 8 residences and 5 businesses that will be moved should be discussed. The environmental impact of Camel's Hump Road used as a detour should be discussed. The environmental impacts that the Camel's Hump Road would present as an interstate location should also be discussed. It was noted that Section 4 (f) discussion should be submitted with the environmental statement. The environmental impacts of the Clark Fork river crossing should be presented. (Signed: L. C. Lloyd, Regional Environmental Coordinator)

Discussion: The aerial mosaic maps will be reproduced by a different method to provide greater clarity. The relocation possibilities for the displaced residences and businesses have been presented in the final environmental statement. Environmental impacts of the Camel's Hump Road used as an alternate interstate alignment are presented within the final statement. The environmental impacts of the Camel's Hump Road used as a detour can be found in the final environmental impact statement for the Drexel East-West project, 190-1(12) 22. The required 4(f) statement is being submitted with this statement. Environmental impacts of the Clark Fork river crossing are included also.

Letter No. 8

U. S. Department of Transportation
Office of the Secretary
Assistant Secretary for Environment & Urban Affairs

Comments: It was noted that the final environmental impact statement should include a section 4(f) covering parklands and National Forest lands. (Signed: for Herbert F. DeSimone, Assistant Secretary for Environment and Urban Systems)

Discussion: A section 4(f) has been included covering the items as requested above

Letter No. 9

United States Department of Agriculture
Soil Conservation Service
Washington, D.C. 20250

Comments: It was noted that the draft environmental impact statement was reviewed and there were no comments. (Signed: William R. Vandorsal, Acting Administrator)

Discussion: Since there were no comments it is assumed that the draft statement was acceptable.

Letter No. 10

Department of Housing and Urban Development
Federal Building
19th and Stout Streets
Denver, Colorado 80202

Comments: It was noted that the draft environmental impact statement had been reviewed and there was no basis for reservations or comments with regard to any adverse impact that the project might have on the urban environment.



(Signed: Robert J. Matuschek, Special Assistant)

Discussion: None

Letter No. 11

United States Department of the Interior
Bureau of Mines
Intermountain Field Operation Center
Building 20, Denver Federal Center
Denver, Colorado 80225

Comments: The Bureau of Mines has reviewed the draft statement and has no objection to the statement as written. (Signed: O. M. Bishop, Chief, Intermountain Field Operation Center)

Discussion: None

Letter No. 12

State of Montana
State Department of Health
Helena, Montana 59601

Comment: The draft statement was reviewed and found to be satisfactory.

(Signed: Donald G. Willems, Chief, Water Pollution Control Section)

Discussion: None

Letter No. 13

United States Department of the Interior
Geological Survey
Water Resources Division
Denver Federal Center
Denver, Colorado 80225

Comments: The Geological Survey, Water Resources Division, acknowledged receipt of the draft Environmental Statement and noted that their Montana District



Office in Helena would reply. (Signed: Hugh H. Hudson, Staff Hydrologist)

Discussion: There has been no reply from the Montana District Geological Survey offices, therefore it is assumed that the draft statement has been found to be satisfactory.

Letter No. 14

U. S. Department of Transportation
United States Coast Guard
Commander
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Comments: The draft statement has been reviewed and the project will have no foreseeable, significant impact on the U. S. Coast Guard programs.

(Signed: J. J. McClelland, Rear Admiral, U. S. Coast Guard)

Discussion: None

Letter No. 15

United States Department of the Interior
Bureau of Outdoor Recreation
Pacific Northwest Region
1060 Second Avenue
Seattle, Washington 98104

Comments: It was suggested that more than three access points be provided for access to the St. Regis River. The environmental impact of taking the parkland within St. Regis should be more thoroughly discussed in various sections of the statement. It was indicated that several pertinent items should be included in the Section 4(f) statement. (Signed: Maurice H. Lundy, Regional Director)

Discussion: Natural and manmade restrictions will not allow for providing more than three river access points. In fact, it has been determined that one of the three access points previously proposed will be eliminated due to insufficient room for development, safety hazards, and high environment impacts.

A more thorough discussion of the treatment of parkland in St. Regis is included in the final statement. Suggestions on preparation of the 4(f) section have been given due consideration.

Other agencies that were requested to comment but from which we received no comment are:

- a. Montana Soil Conservation Committee
ATTENTION: O. M. Ueland, Executive Secretary
Room 224
Mitchell Building
Helena, Montana 59601
- b. Montana Department of Planning and Economic Development
ATTENTION: Mr. Perry F. Roys, Executive Director
Capitol P. O. (1716 9th)
Helena, Montana 59601
- c. Montana Water Resources Board
ATTENTION: Mr. Douglas Smith, Director
Mitchell Building
Helena, Montana 59601
- d. Montana Council of Natural Resources and Development
ATTENTION: Mr. Richard E. Mayer, Landscape Architect
Room 420, Mitchell Building
Helena, Montana 59601
- e. State Council of Natural Resources
ATTENTION: Mr. George T. McGaffick, Coordinator
Sam W. Mitchell Building
Helena, Montana 59601



- f. Board of County Commissioners
Mineral County
Superior, Montana 59872
- g. Mrs. Anna J Murphy
Superintendent of Schools
Superior, Montana 59872
- h. Agricultural Stabilization and Research Service
112 West 13th Avenue
Helena, Montana 59601
- i. Rural Electrification Administration
Rainbow Western Hotel
Great Falls, Montana 59401
- j. Department of Agriculture
Dr. T. C. Byerly
Office of the Secretary of Agriculture
Washington, D. C. 20250
- k. Federal Power Commission
555 Battery Street
San Francisco, California 94111
- l. Department of Health, Education and Welfare
Environmental Health Service and National Institute of Environmental
Health & Sciences
7 West 6th Avenue
Helena, Montana 59601
- m. Bureau of Land Management
Federal Building
316 North 26th Street
Billings, Montana 59101
- n. National Park Service
1709 Jackson Street
Omaha, Nebraska 68102
- o. Economic Development Administration
415 First Avenue North
Seattle, Washington 98109

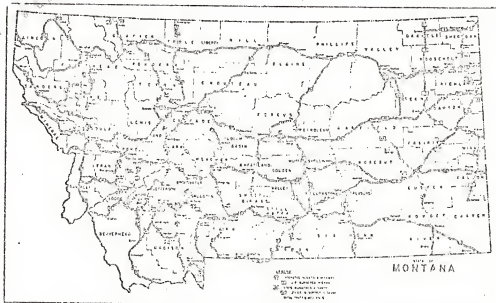
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

PREPARED BY STATE DOCUMENTS

STATE OF MONTANA
DEPARTMENT OF HIGHWAYSFINAL
ENVIRONMENTAL / SECTION 4 (f) STATEMENT
ADMINISTRATIVE ACTION
FOR

PROJECT I 90-1 (13) 27

ST. REGIS EAST & WEST



THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C) & SECTION 4(f)
PUBLIC LAW 91-190 & PUBLIC LAW
89-670

Date 5-17-72 H.J. Anderson, Director of Highways

By [Signature]
Administrator, Engineering
Division

REVIEWED FOR CONTENT AND ACCEPTED BY FEDERAL
HIGHWAY ADMINISTRATION

For _____ By _____
F.H.W.A. REGIONAL ADMINISTRATOR

STATE DOCUMENTS COLLECTION

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930 E. Lyndale Ave.
Helena, Montana 59601

MONTANA STATE LIBRARY
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Helena, Montana 59601

ENVIRONMENTAL SECTION 4 (f) STATEMENT ADMINISTRATIVE ACTION
Project I 90-1 (13) 27 ST. REGIS EAST & WEST

(Final)

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90-1 (13) 27

Montana State Library



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6. PUBLIC HEARINGS

A location public hearing was held in St. Regis, Montana on June 28, 1966. Discussion at that time indicated a strong preference for locating the St. Regis interchange opposite FAS 461.

The design public hearing for the St. Regis East-West project and the Drexel East-West Project was held in St. Regis on July 29, 1971. The questions arising at the design public hearing were:

a. Mr. Ed Samson, a local businessman, indicated that he preferred a former St. Regis Interchange location proposal that placed the crossroad near the junction of the existing U. S. 10 and Camel Hump Road.

It was explained that the proposed location, opposite FAS 461, would create less safety hazards, promote better traffic flow patterns, and be more economical than the alternate that he preferred. Mr. Samson had no further comments and appeared to be satisfied with the explanation.

b. Mr. Dale Sverdston, of Superior, Montana, requested that more consideration be given to locating an interchange at Little Joe Road in addition to the interchange at St. Regis. He pointed out that there is heavy logging traffic on the road year around, and that there are plans to pave the road from St. Regis to St. Maries, Idaho. He indicated that the heavy traffic on Little Joe Road would have to come through St. Regis and would constitute a hazard and a distraction.

It was explained that the distance from St. Regis Interchange to Little Joe Road was too short to allow proper signing between the interchanges. It was further explained that Federal Highway standards restrict construction of inter-



the Little Joe traffic will have to go through St. Regis, the mainline traffic on I-90 will not be going through town. Therefore, the actual traffic load will not be so severe as might be expected.

Later a Mr. Tony Pearson also spoke in favor of having an interchange at Little Joe Road. He mentioned road user costs that would be higher due to extra mileage.

A Mr. Cochran spoke in favor of the proposed St. Regis Interchange location opposite FAS 461.

c. A Mr. Richard Welsh opposed both the St. Regis East-West project and the Drexel East-West project in favor of an interstate route over Camel's Hump.

It was explained that the Camel's Hump route had been considered in earlier studies and that economics, efficiency, and maintenance considerations resulted in discarding this route.

Bira Cooper of St. Regis also questioned whether cost comparisons had been made and if ecological factors had been considered.

The cost comparisons were further discussed and assurances were made that ecological factors had been considered.

d. Mr. John Cochran raised a question about distance between fishing access points on the St. Regis River. He mentioned that a lot of good fishing areas would not have direct access to the interstate and that access control violations were likely to occur.

It was pointed out that the fishing access points proposed at that time were approximately one mile apart. It was also mentioned that the interstate would not generally be fenced since the only reason for fencing in most areas would be to attempt to prevent direct access from the interstate to the river. It was brought out that fencing would probably not prevent this type of control of access violation and therefore fencing had not been planned.

5. Mr. John Cochran requested that illuminated sign bridges be installed for the St. Regis Interchange indicating "Glacier Park" and "Kalispell" exits.

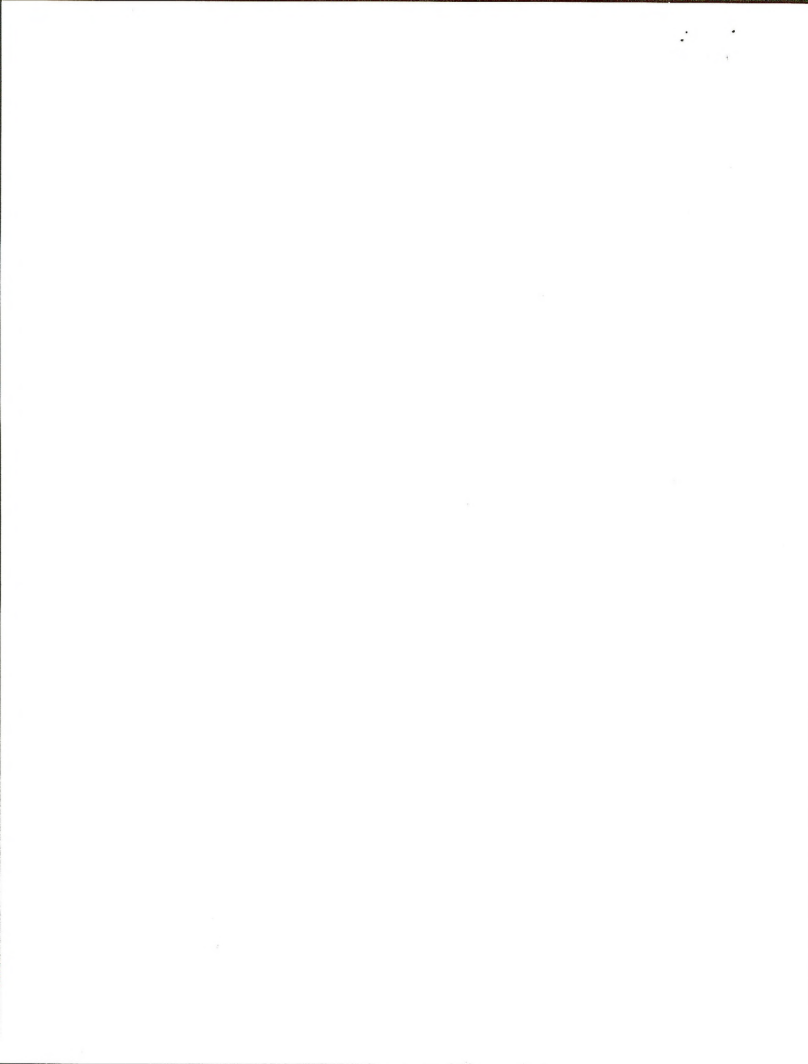
He was assured that this would be considered during signing plan development. The matter was brought up at the signing plan in hand and it was decided that such signing would not be in the best interest of the traveling public.

f. A question regarding right-of-way and access was raised by Shirley Hollenback. Miss Lois Baker of the Montana Highway Commission thoroughly explained the relocation services that are available.

g. Mr. Charles Jensen, owner of the "Kamp of America" campground near St. Regis asked if the frontage road serving his property would be paved, and if not, what were the criteria for having it paved.

It was stated that the frontage road would not be paved and that paving is not justified unless the average daily traffic is 100 vehicles or more.

It was agreed that further consideration would be given to this road. Subsequent findings determined that paving of the frontage road is justifiable and paving is therefore planned as a part of the subject project.



h. Mr. Rick Jasper, a St. Regis business man, objected to the location of a rest area at Two Mile Creek because it was so close to St. Regis and it would possibly reduce tourist traffic in St. Regis. There was also objection to the limited area available for rest area development. After the public hearing, a petition containing 21 names in opposition to construction of the rest area was submitted to the Montana Highway Department.

Further consideration has been given to the rest area location and present plans are to construct with minimum rest room facilities with possible future stage construction. The area will be signed as "Fishing Access" or "River Access."

All other comments and discussion were either concerning the items above or would not have any significant effect on project design.

7. AVAILABILITY OF DRAFT STATEMENT

The draft environmental impact statement was mailed for inter-agency review on June, 21, 1971.

SECTION I
INTRODUCTION

INTRODUCTION

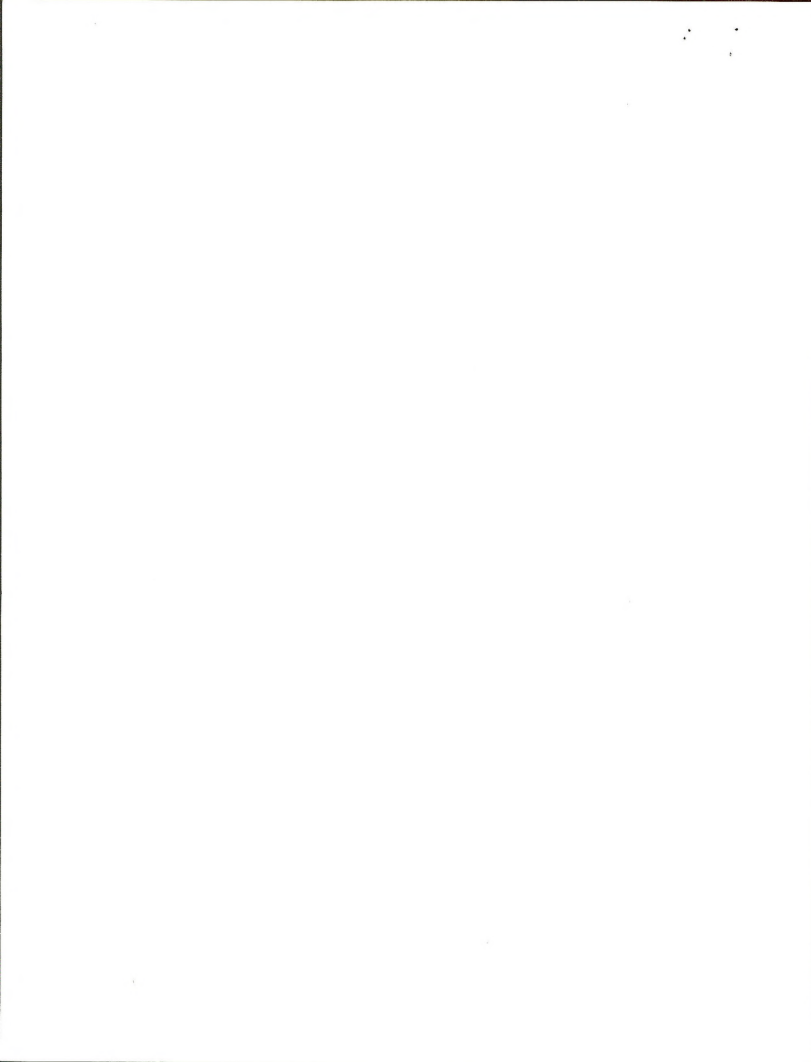
A brief history of the development of transportation systems within the St. Regis River canyon is presented at this point to better acquaint the reader with the design considerations involved in selecting the proposed route corridor.

As early as 1875 the St. Regis River canyon was designated as a transportation route corridor. The Northern Pacific Railway received right-of-way grants from the USA by Act of Congress in March of 1875. These right-of-way grants through the St. Regis River canyon were utilized and the Northern Pacific Railway completed its line through the canyon in 1890. Later, the Chicago, Milwaukee & St. Paul Railway constructed a railroad line through the canyon. The original alignments of these railroads and subsequent alignment revisions changed a large portion of the St. Regis River channel.

In December of 1933 a large flood washed out parts of the Northern Pacific Railway alignment. In January of 1934 the Chicago, Milwaukee, St. Paul & Pacific Railway agreed to joint use of their alignment with the Northern Pacific Railway. This agreement has been in effect since that time.

Development of highway alignment through this portion of the St. Regis River canyon did not begin until 1947. Prior to the Montana Forest Highway Project 8-J4K3, known as Yellowstone Trail, the highway alignment followed a mountain pass route over Camel's Hump.

Due to maintenance problems during winter months, the Camel's Hump route was abandoned in favor of the river route. The river canyon route which is the present U.S. 10 was completed in 1951, and added more channel changes to the St. Regis River.



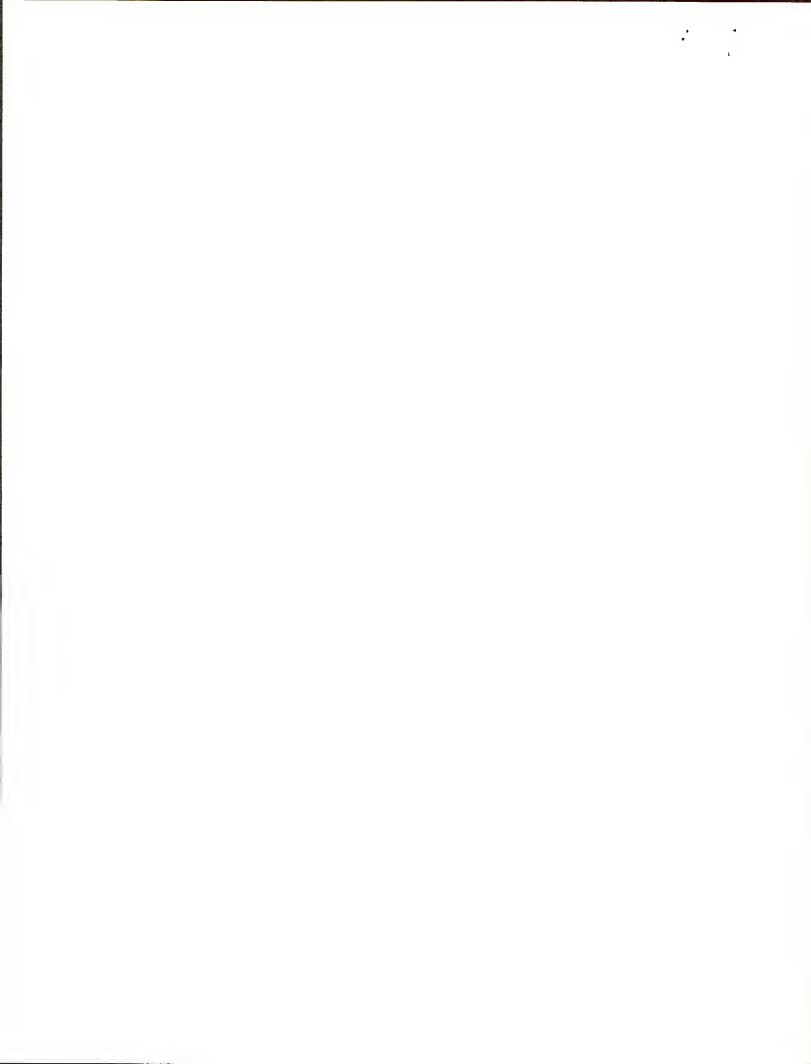
Preliminary route corridor studies for this Interstate highway project were initiated in early stages of Interstate planning in Montana. These studies determined that the St. Regis River canyon, despite the restrictions imposed by natural topography and man-made developments, is the most practical route corridor.

In 1968, a more detailed study was made to determine the most practical location of the alignment within the route corridor. The location study was comprehensive in nature, including environmental aspects of design as well as engineering and economical investigations.

Final design has proceeded on this project implementing the recommendations of the route and location studies.

This report will serve to clarify questions concerning the impact that this project might have on the surrounding environment.

SECTION II
PROJECT DESCRIPTION



PROJECT DESCRIPTION

The St. Regis East-West project is a 4 lane, controlled access interstate facility. The project begins about 6.4 miles west of St. Regis, Montana, and extends easterly a distance of 7.7 miles to a point 1.3 miles east of St. Regis.

This facility has been designed in conformance with the Montana Department of Highways' Standard Drawings, Field and Office Standards, and AASHO Standard Specifications for Interstate Highways.

The proposed 4 lane facility will have 2 lanes in each direction. The driving lanes will be 12 feet wide with a 10 foot outside shoulder and a 4 foot median shoulder.

Approximately 6.3 miles of the project is designed with eastbound and westbound lanes on separated alignment. The distance of separation varies from 38 feet to 520 feet, centerline to centerline. Two median design portions of the project have a total length of approximately 1.4 miles. The median design section will have a "New Jersey Turnpike" type of concrete median barrier. The opposing roadways will be separated 38 feet centerline to centerline.

The minimum design speed on the project is 55 miles per hour. The maximum degree of curvature is 6.5 degrees and the maximum adverse grade is 4.7 percent.

The proposed alignment will cross the St. Regis River in 6 different locations. A river crossing over the Clark Fork will be necessary just east of St. Regis.

Metal bin wall will be installed in four different locations in an effort to reduce river encroachments.

Approximately 1500 feet of the Chicago, Milwaukee, St. Paul and Pacific Railroad will be relocated.

Local access facilities will be provided at Two Mile interchange, Little Joe grade separation, St. Regis interchange, Four Mile Road, and a grade separation east of the Clark Fork river.

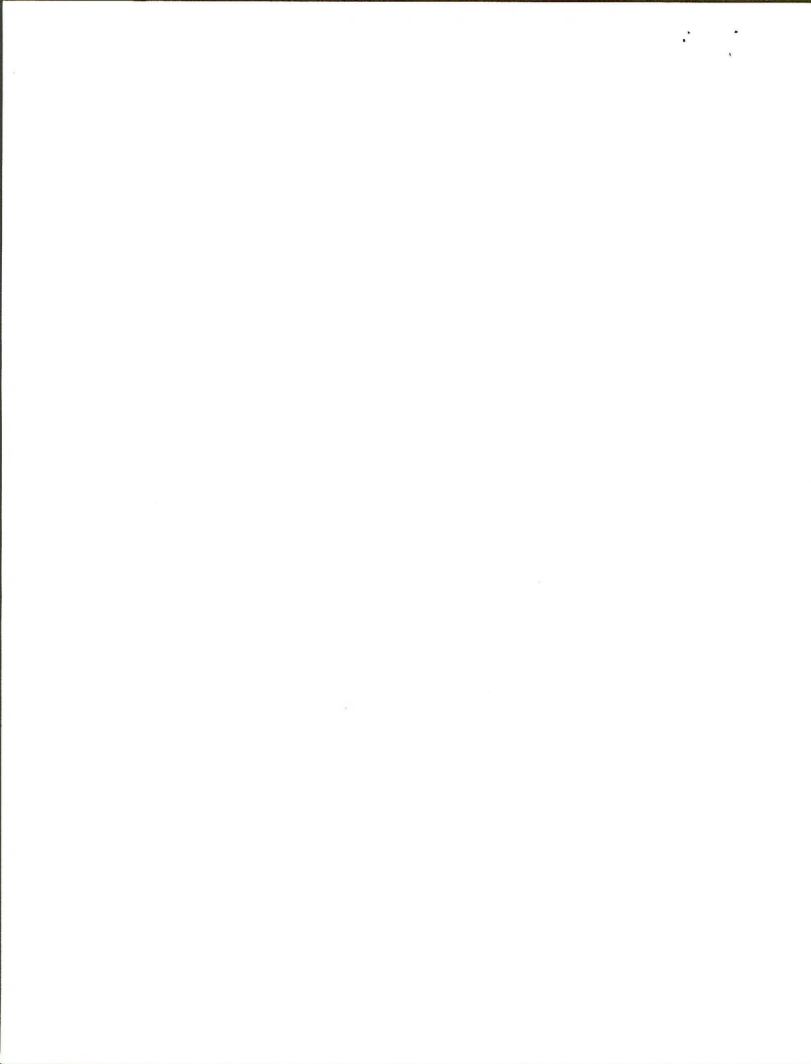
Recreation facilities that will be provided by this project include a fishing access ramp and a rest area. The rest area will be constructed in conjunction with the Two Mile interchange.

Channel changes will be required in two locations. The first, at Two Mile interchange, will route the St. Regis River back into the original channel which was abandoned in 1951. This channel change will result in an increase in the river length of about 600 feet. The second channel change is about one mile east of the Two Mile interchange. Here, the river will be changed for about 850 feet. The net change in river length is approximately 25 feet decrease.

The details of the proposed project are discussed at greater length in other sections of this statement.

SECTION III

DESCRIPTION OF EXISTING ENVIRONMENT



DESCRIPTION OF EXISTING ENVIRONMENT

LAND USE

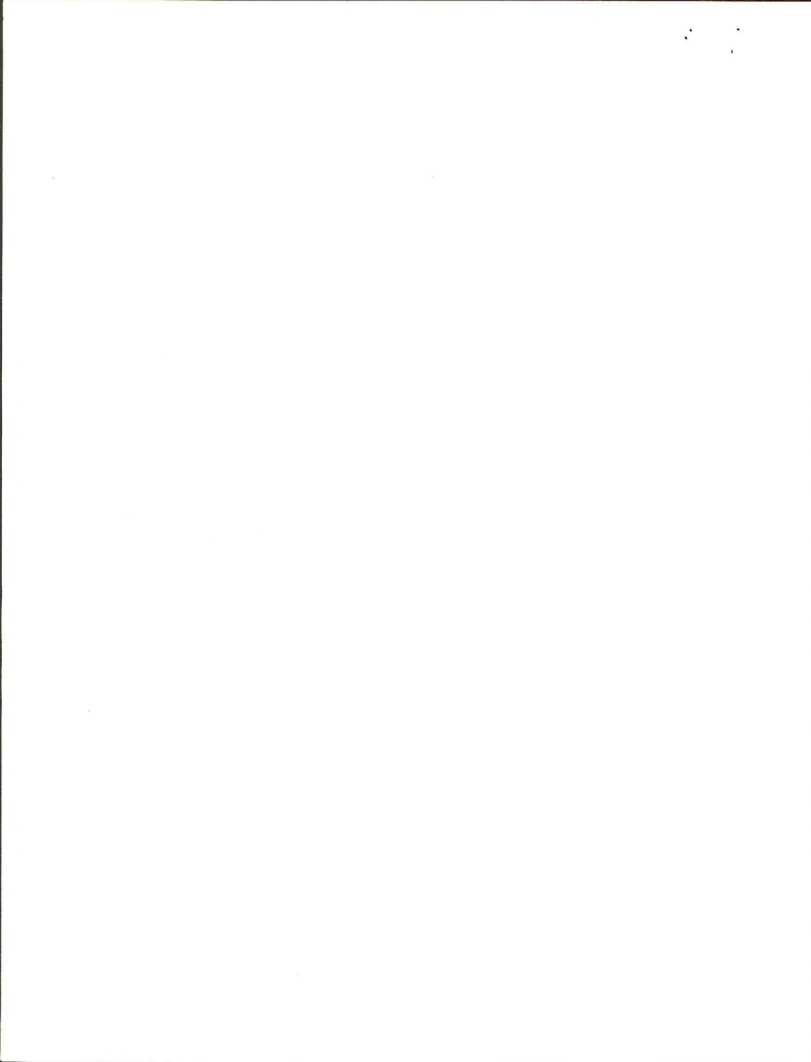
The current land use within and adjacent to the project is predominately for timber production and recreation.

The St. Regis River canyon presently accommodates the one joint alignment for the C.M.ST.P. & PAC. and Burlington-Northern Railroad, the present U.S. 10, power lines, and telephone lines. These transportation and utility facilities use up a large percentage of the land available adjacent to the St. Regis River in the narrow canyon.

The St. Regis River serves as a focal point of interest for recreation oriented citizens. Fishing, swimming, and picnicking are among the activities centered around this stream.

Although the St. Regis River has never been a high production stream for fishing, it experiences considerable fishing activity. One factor that has probably led to the low fishing production on this stream is the extensive channel changes that have been made during construction of the railroad and highway. Over 65% of the total length of the St. Regis River has been channel changed at one time or another.

Lands adjacent to the project owned by the U.S. Forest Service, the State of Montana, and private ownerships are used for timber production. These same lands experience heavy use for recreational purposes by hunters, campers, fishermen, and other sportsmen.



Two sites near the Two Mile Creek Interchange experience particularly heavy use as picnic sites and camping sites. These sites are presently badly abused and rapidly losing their appeal for recreation sites as a result. Since these sites are not owned or regulated by a government agency, no formal picnic facilities are available. Consequently, due to lack of garbage cans, wood supplies, etc.; littering, indiscriminate wood cutting, and other detrimental activities have led to a deterioration of the area.

Some ranching and farming is done just west of St. Regis in the lower St. Regis River valley and the Mullan Creek drainage. Additional recreational attractions such as a bar, 2 motels, and a privately owned campsite are also located in this area.

Land use in the Town of St. Regis is predominately oriented to the recreation and timber production industries. Other important land uses in St. Regis are for private residential dwellings and for railroad spur lines and loading docks. An undeveloped City Park is also located in St. Regis. (See Section 4 (f) discussion included in this statement).

Land use east of the Clark Fork river is oriented to recreation, timber production, and private dwellings.

POPULATION AND LAND DEVELOPMENT

The area in which the project is located is quite sparsely populated.

The western 4.6 miles of the project has no residential or commercial development.

The 1.8 miles immediately west of St. Regis has sparse residential and



cattle producing ranch, a bar including a residential dwelling, a 15 unit motel with residential dwelling, a "Kamp of America" campsite, and 6 other residential dwellings.

The Town of St. Regis has a population of approximately 600. The population is supported by timber production, tourist and recreational businesses, and other businesses necessary to these primary industries.

Development existing within the project limits in St. Regis include a 15-unit trailer court, and 7 private residential dwellings. An undeveloped park site dedicated to the Town of St. Regis is located within the project limits just east of the St. Regis River. (See Section 4 (f) discussion included in this statement).

Development is sparse east of the Clark Fork river to the end of the project. Development consists of 4 residential dwellings and one dude ranch with about 9 cabins and a private residential dwelling.

TRANSPORTATION SYSTEMS AND ACCESS ROADS

The present U.S. 10 is the main road through the St. Regis River canyon. All auxiliary roads and private access roads presently have direct, at-grade crossings to the present highway.

At present, nine public or semi-public roads adjoin the present highway. They are:

1. Two Mile Creek Road

This gravel surfaced road serves the Two Mile Creek drainage area and continues into the Little Joe Forest in Idaho where it connects to another forest road. Two Mile Creek road experiences year round logging use and heavy seasonal use by recreation oriented traffic.

2. Foraker Road

Foraker Road provides access to land owned by the U.S. Forest Service. This road is almost impassible to passenger cars. Presently the main service that Foraker Road provides is emergency access to timbered areas in case of forest fire.

3. Little Joe Road

Little Joe Road is presently a gravel surfaced road that provides access to Avery, Idaho, the upper St. Joe River area, and St. Maries, Idaho. This road also experiences heavy logging and recreation usage. The Little Joe Road will be paved in the near future.

4. Access Road north of Little Joe Road

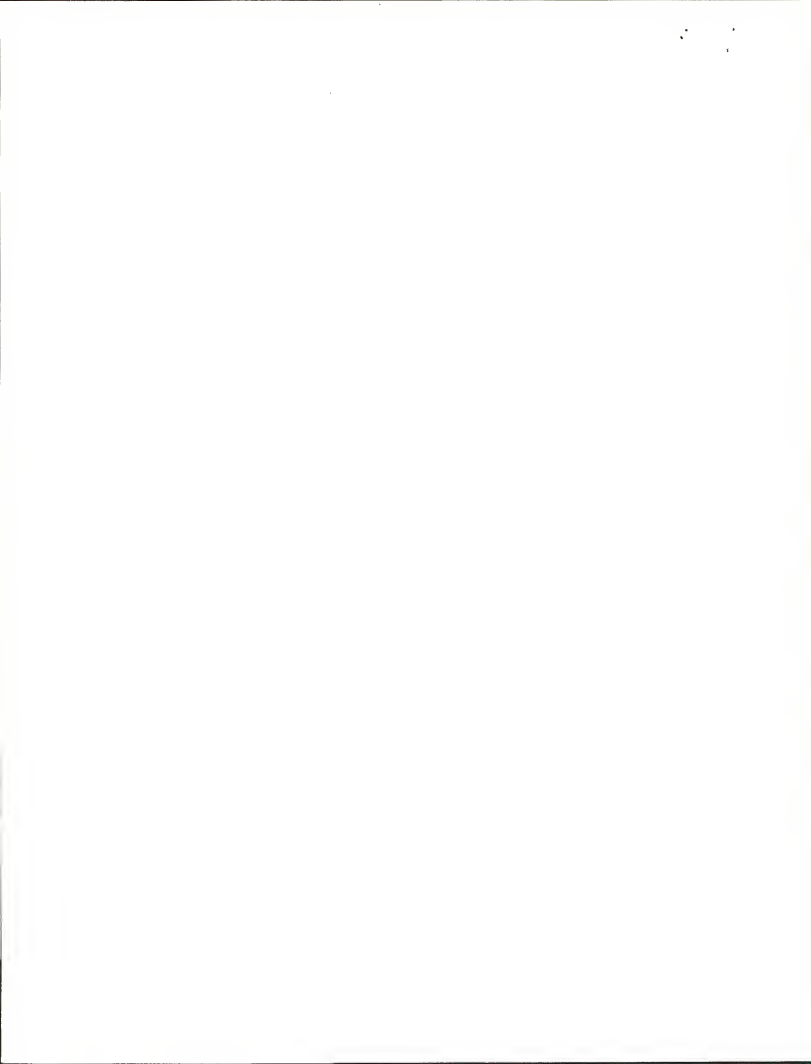
A gravel access road about 14 feet wide provides access to a cattle producing ranch and a "Kamp of America" campsite on the north side of the present highway approximately 1.2 miles west of St. Regis.

5. Camel's Hump Road

Camel's Hump Road is the old alignment of U.S. 10 which was abandoned as a primary route in 1951. The road is presently used for access to residential dwellings, recreation, and some commercial transportation. The Camel's Hump Route has recently been upgraded to serve as a detour during construction of the Interstate. This detour will be used during the spring, summer and fall months, as much as weather will permit.

6. Cold Creek Road

St. Regis and Superior on the south side of the Clark Fork river. This



road serves farms, residential dwellings, and a railroad loading platform. Some recreation traffic also uses this road.

7. FAS 461 (Paradise Cutoff)

The Paradise Cutoff road is a secondary State highway providing access between St. Regis and the Flathead Valley. This road is presently paved for part of its length, with paving of the entire length scheduled for the near future. Present traffic counts indicate that approximately 340 vehicles per day use this road.

8. Local Access Road east of Clark Fork River.

A local gravel access road about 0.2 mile east of the Clark Fork river provides access to a dude ranch with rental cabins and to two other property ownerships south of the present highway.

9. Four Mile Road

Four Mile Road provides access to residences, farms, and timber producing area north of the present highway and east of Clark Fork river. This gravel road has an average traffic volume of 80 vehicles per day.

In addition to the above described roads, there are approximately 17 at-grade road approaches that will be affected by this project. These approaches are used for fishing access, picnicking, and access to private residences.

Railroads

The Burlington Northern Railway and the Chicago, Milwaukee, St. Paul and Pacific Railway have a joint use agreement on the railroad which follows an alignment south of and approximately parallel to the St. Regis River. This railroad alignment has been in existence since 1890.

PHYSIOGRAPHY AND GEOLOGY

River Canyon Section

The western 4.6 miles of the project is located in the narrow St. Regis River canyon. The sharp, V-shaped, restricted valley is the topographic feature that has been a major consideration in the design of the proposed project.

The geologic formations in the study area are principally metasediments of the Precambrian Belt series, which include quartzites, argillites, and phylites. The entire region surrounding the project has been intensely folded and faulted. The main geological feature in this area is the Osburn Fault which runs in a northwesterly direction into Northern Idaho.

Within the project limits, rocks of the Revett and Burke Formations show evidence of the stresses of folding and faulting. The complex fracture system produced by this past geologic activity represents planes of weakness that must be a design consideration for any major construction in this area.

The bedrock on the lower valley walls is overlain with alluvium consisting of slope debris. An alluvium consisting of sandy gravel overlies the bedrock of the valley floor.

River Mouth Section

Approximately 1.8 miles west of St. Regis, the river canyon widens and a somewhat different type of physiography is evidenced.

Although the geologic composition of the materials found in this portion of the proposed project is not significantly different than that found farther up the valley, the topography and relative size of rocks is quite different.



These lower reaches of the St. Regis River contain small particles of the parent materials which have been deposited over the valley floor. Consequently, the valley floor consists mainly of gravel containing sand and silt. Near the outlet of the St. Regis River into the Clark's Fork River more sand, interspersed with clay seams, is encountered. The topography within the project limits through this portion of the alignment is generally flat with sloughs and abandoned river meanders.

Foot Hills Section

East of the Clark's Fork River, the project is located in foothills. The foothills are composed of lake sediment soils and contain silts, clays, fine sands and gravel.

WATER RESOURCES AND DRAINAGE

The St. Regis River drains approximately 303 sq. miles. The drainage area contributes water to maintain a flow varying from 50 cfs to 11,000 cfs. The average flow of the St. Regis River is approximately 555 cfs. Summer and autumn months usually have a flow of 100 - 250 cfs.

Due to granular nature of the soils in this area, the stream remains relatively clear even during high flows. Water quality and temperature are adequate for supporting aquatic life. There are no major sources of pollution along the river.

Channel changes on the St. Regis River have changed about 65% of its length during the past 70 to 80 years. These channel changes have resulted in a river alignment that is restricted in its course, having few opportunities to establish natural meanders and associated pools. Estimates by U.S.F.S. biologists indicate

that these modified sections of the river can support only two-thirds as many fish as a natural section of the stream could support. They also indicate that only one-fourth as many fish over six inches long can survive in the modified section as in the natural section.

The reduction in fish support potential is due in part to the nature of the stream bottom composition. A uniformly graded rubble or riprap has generally been used in these channel changes to prevent erosion. Although this erosion protection measure has been effective, it is not conducive to maximizing the production of aquatic life.

The uniform gradient of the streambed through these areas is also partially responsible for the low production capability of the stream. A "stair-step" streambed profile would provide pools to offer rest and reproduction areas for aquatic life.

Rooting and clinging aquatic vegetation are evident on only about 2 percent of the stream bottom in channel change locations. The number of aquatic invertebrates found in the channel portions of the river is lower than what would be expected in a naturally developed stream.

The high velocities that are common in most portions of the St. Regis River are also a result of channel changes. High velocities contribute to streambank erosion and unstable streambeds. Evidence of streambank erosion is apparent in many places within the project limits.

Maintenance of the railroad through the canyon continuously changes small portions of the river channel. The practice of removing slide materials from the



uphill side of the railroad and dumping it into the river results in short term as well as long term detrimental effects on the water resources. Some of the short term effects are loss of stream bank vegetation and higher turbidity. Longer term effects include changes in the hydraulics of the stream which alter natural stream development physically and ecologically.

Adequate cross drainage has been provided on both the existing railroad and highway alignments. Existing construction scars are evident in several locations on the railroad and highway alignments. Some of these scars have never stabilized, and during peak runoff periods they contribute to increasing the turbidity of the river.

The general trend through the years has been to modify drainage facilities in the canyon without consideration of environmental results.

The western portion of the project, which lies in the narrow river canyon, is well drained with little evidence of stagnant ponds or marshes. Several locations have springs that run intermittently during the year.

The portion of the project between St. Regis and about 1.8 miles west of St. Regis contrasts with the river canyon section of the project. Here, due to the width of the canyon and the past meanderings of the St. Regis River, there are more swamps and marshy areas. These areas provide a habitat for complete ecosystems. As in any unmanaged ecosystem of this nature, bad influences as well as good influences are imposed upon surrounding inhabitants. The insects, plants, and animals that thrive in a marshy environment are important links in the food chain of many animals. However, if pests become excessive they are not

AESTHETICS

The St. Regis River canyon has all the elements necessary for a pleasant aesthetic environment. Mountains, forests, and streams combine to produce an atmosphere of beauty and tranquility.

Since 1890 when the first railroad line was completed through the canyon, more and more manmade developments have been constructed to interrupt and detract from the natural beauty. Presently, the railroad, the present U.S. 10, power transmission lines and telephone lines utilize the canyon corridor.

Insufficient consideration was given to the environmental impact of the design, construction, and maintenance of these facilities.

Some of the results of this lack of consideration are apparent in the unstable and unsightly construction scars evident on both the present highway and on the railroad alignment. Other effects are the stretches of barren stream banks and the litter that is found near popular recreation sites.

SECTION IV

EVALUATION OF ENVIRONMENTAL IMPACT

EVALUATION OF ENVIRONMENTAL IMPACT

LAND USE

The control of access feature that is a design requirement for Interstate highways will have minor effects on portions of the proposed project.

The effect of controlling the access will concentrate recreation in areas where regular maintenance of planned recreation sites will be available. These planned recreation sites will be located in areas that presently experience heavy recreation use.

Direct access for recreation along the Interstate alignment will be permitted in two specific locations. These locations are the fishing access ramp and the Two Mile Interchange-Rest Area. Access to the St. Regis River will also be available at Little Joe Road. Fishing and picnicking will not be permitted at any location along the project that would utilize direct access between the river and the Interstate mainline.

With proper location of recreation sites, the loss of direct access for recreation along the remainder of the project is relatively insignificant.

Residential, commercial, and park land will be taken for Interstate right-of-way in St. Regis. The characteristics of these properties is not so unique as to present a problem in finding relocation sites for the residences, businesses, and the park.

The use of lands other than discussed above will not be significantly affected since all existing traffic patterns will be perpetuated in the proposed design.



POPULATION AND LAND DEVELOPMENT

Access to private dwellings and recreation attractions in the St. Regis area will generally result in the public traveling a slightly longer distance to reach their destination than they do at present. The control of access feature of the Interstate system eliminates at-grade highway approaches. These approaches allow more direct access to individual origins and destinations, but at the same time they constitute a major safety hazard. The elimination of these safety hazards provides a more desirable situation to the general traveling public.

The control of access feature will also improve land development patterns in and around St. Regis. Commercial development could be expected to concentrate as close to the Interstate access as possible. Concentration of commercial establishments at these points will leave more remote areas available for residential areas. This will help to eliminate the often undesirable development of intermixed residential and commercial complexes.

Right-of-way required for construction of the proposed project will displace 8 residential dwellings and 5 businesses. The businesses include one 15 unit trailer court, one machine shop, a telephone building, a Montana Power Company sub-station, and a dude ranch-motel complex with 14 cabins, mobil home hook-ups, and a lodge. A number of miscellaneous sheds and garages will be displaced also.

Standard right-of-way procedures which include relocation assistance will be available to all displaced persons and businesses.

At this stage personal interviews have not been conducted with each displacee; therefore, there is no way of knowing where they will relocate. Relocation is left

to the choice of the individuals or businesses being displaced. This is usually resolved during right-of-way negotiations. Prior to negotiations, it is only determined if decent, safe, and sanitary replacement housing is available in the area. If facilities are not available, housing can be provided by mobile homes or construction. Persons and businesses qualifying under the Relocation Assistance Program will be assured of relocation prior to right-of-way acquisition.

Replacement of park land is discussed in the 4 (f) Section which is included in this impact statement.

TRANSPORTATION SYSTEMS AND ACCESS ROADS

The proposed project provides access roads and frontage roads to all properties presently having access. Direct access, as exists by means of at-grade approaches, will be eliminated. The four-lane interstate facility will have controlled access throughout its length.

The interstate facility will require relocation of about 1500 feet of the railroad located in the St. Regis canyon. Relocation will require acquisition of approximately 2-1/2 acres for right of way. Due to the topography in the immediate area surrounding the railroad relocation, construction will not cause significant environmental impacts.

Fishing Access Ramp

A fishing access ramp has been provided about 4.2 miles west of St. Regis. This ramp will provide access to the St. Regis River and will replace access that was previously available by means of at-grade turnouts. The ramp will be a standard 24-foot bituminous surfaced ramp.

only irritating to human inhabitants in the area but they also cause significant physical losses to wild and domestic animals. These same areas are conducive to disease transmission.

That portion of the project lying east of St. Regis is well drained. The foothills, through which the project alignment runs, slope directly into Clark's Fork River. Cross drainage of the present highway is adequate.

The Clark's Fork River, which crosses the present highway just east of St. Regis, provides an additional attraction to this recreation oriented area.

FISH AND WILDLIFE

Big game such as deer and elk utilize the St. Regis River bottom as winter refuge. The most predominant use is by deer, although elk are occasionally seen in the river bottom. Coyote, occasional black bear, porcupine, squirrels, rodents, upland birds, and various birds of prey, scavengers, and song birds are also found in this area.

This general area experiences considerable hunting pressure during the fall months.

The St. Regis River is an attraction to many fishermen during the summer months. Although this river has never been a good fish producing river, moderate to heavy use has been experienced over the years. Cut-throat, brook, brown, and Rainbow trout as well as Mountain River Whitefish inhabit the St. Regis River. Other non-game fish such as suckers, carp, and squaw fish can also be found in the stream.



Two Mile Creek Interchange

Facilities at Two Mile interchange provide access to Two Mile Creek Road, Foraker Road, the St. Regis River, and two undeveloped picnic sites.

The Two Mile Creek interchange area presently experiences heavy commercial and recreational traffic. The proposed plan provides access to all the existing traffic generating stimuli. As an improvement to the existing situation at Two Mile, a rest area with minimum rest room facilities and fishing access to the St. Regis River will be developed with the interchange. Development of the rest area will insure proper maintenance of this popular recreation site.

The crossroad at the Two Mile interchange will cross beneath the mainline. The south end of the crossroad connects to Two Mile Creek Road, and the north end provides access to Foraker Road and recreation areas along the Two Mile Pond. The crossroad will be a 28-foot bituminous paved roadway.

Little Joe Road

A grade separation with the crossroad going over the mainline will provide access to Little Joe Road. Traffic will follow the crossroads to its connection with the Camel's Hump Road. The Camel's Hump Road will provide access to St. Regis where traffic patterns will be available for local and interstate traffic. Little Joe Road will be 28' wide and will have a plant mix bituminous surface.

In connection with the Little Joe Road, two gravel surfaced access roads and a bituminous surfaced frontage road will be constructed. These roads will fulfill the access requirements of local traffic associated with the Little Joe Road and with existing at-grade approaches.

The bituminous surfaced frontage road will extend westerly on the north side of the mainline approximately 0.7 mile to serve properties north of the mainline and west of the Little Joe Road. One access road will extend westerly along the south side of the mainline to serve property south of the mainline and west of Little Joe Road. The other access road extends easterly along the south side of the mainline, serving properties that currently have at-grade approaches.

St. Regis Interchange

St. Regis Interchange will provide access to the town of St. Regis as well as to other secondary roads. The crossroad at St. Regis Interchange will tie into FAS 461, the Paradise cutoff road, which serves traffic between the Flathead Valley and the St. Regis area. The crossroad will be 40 feet wide with a bituminous paved surface.

A gravel surfaced connection on the ramp in the southeast quadrant of the interchange will provide access to the Cold Creek Road. This road serves properties between St. Regis and Superior on the south side of the Clark Fork river.

Traffic patterns within St. Regis and on the Camel's Hump Road will remain as they presently exist.

Four Mile Road

Upon completion of the proposed project the present highway will be utilized to tie into Four Mile Road. The proposed Four Mile Road connection will have plant mix bituminous surfacing. This road will serve traffic currently using the at-grade approach at Four Mile Road.



Grade Separation (East of Clark Fork River)

A grade separation will be constructed east of the Clark Fork river to provide access to properties south of the mainline. The crossroad will pass beneath the mainline and connect to the present highway to provide access between the subject properties and St. Regis. This roadway will have a gravel surface.

PHYSIOGRAPHY AND GEOLOGY

The proposed project will have no significant effect on the physiography and geology in the project limits.

WATER RESOURCES AND DRAINAGE

Construction of this project will require channel modifications in the St. Regis River in several locations. Special design measures have been taken to minimize channel encroachment wherever possible.

In locations requiring channel modifications efforts have been made to guarantee that the channel length is not reduced. Construction contractor provisions will specify that construction within the river channel be completed during periods when fish spawning is at a minimum.

One particular location, just east of existing Two Mile Road, has been designed to restore the St. Regis River to its original channel which was abandoned in 1951. The proposed design will add approximately 600 feet to the length of the river as well as reestablishing the river in a natural channel for about 1800 feet. In another location, approximately 850 feet of the St. Regis River will be channel changed. In areas such as this where the river is environmentally affected, fish habitat will be rehabilitated by constructing offset jettys and random boulder clusters.



Two thousand two hundred thirty linear feet of bin wall has been designed to eliminate channel encroachments on the west end of the project. Due to the fact that the existing channel has steep banks in these areas, bin walls will not significantly reduce the cross section area of the channel. Therefore flood flow capacity will not be significantly affected by bin wall installations.

Metal bin walls have been selected based upon structural design and pollution control considerations. Treated timber bin walls present the possibility of polluting the stream with chemicals and oils during flood stages when the bin wall might be in contact with the water.

The project will require construction of a bridge over the Clark Fork just east of St. Regis. There will be considerable disruption of the river ecosystem in the immediate area during construction of the bridge. After the bridge is completed and the river ecosystem has reestablished itself, the structure will not cause significant environmental impacts.

The embankments forming the approaches to the bridge will terminate well outside of the existing channel, therefore no significant change in flood carrying capacity of the river should be anticipated.

All channel modifications and bridge installations on the St. Regis River have been designed to handle the flood of record which is considerably greater than a 50 year flood flow design.

FISH AND WILDLIFE

Fish

Due to control of access upon completion of the project, the St. Regis River



fishing pressure in others. In particular, the areas immediately adjacent to the fishing access ramp and the Two Mile Interchange should experience heavier fishing pressure than at present. Other stretches of the river, which will require considerable foot travel to reach, should experience less fishing activity. Portions of the river that are environmentally affected regarding fish habitat will be rehabilitated by construction of offset jettys and placement of random boulder clusters.

Wildlife

Wildlife impacts will be affected by the amount of land taken for construction. A portion of the land within the construction limits will be seeded and planted to reestablish vegetation. In some places, this practice will provide better forage than that now existing. The net effect, however, will be loss of approximately 135 acres of winter game range. Some existing game trails and crossings will be obliterated during construction. It is felt that these will be re-established over a period of time.

Big game will have to cross wider stretches of pavement when crossing the highway. This may appear to be an adverse impact, but it is at least partially offset by other factors. Sight distance along the highway for man and animal will be greater, traffic will be going only one direction, and the intervals between vehicles will be greater since there are two lanes each direction. Hence, although big game and other wildlife will have to cross wider distances, more reaction time and a longer time between vehicles will be available for them to make the crossing.

Portions of the project have been left unfenced thereby eliminating further

game crossings under the bridges. Signs indicating big game crossings will be placed at appropriate locations in an effort to reduce vehicle and big game conflicts.

Since there are no major migrations of wild game through the project area, the barrier of the interstate is probably not a major concern. Local migration of wild game has not been significantly affected by interstate construction in other areas of Montana which have encountered similar situations.

VEGETATION

Construction of this project will require taking of approximately 250 acres of additional right-of-way. Approximately 80% or about 200 acres of this will be cleared and grubbed for construction purposes. The vegetation on this land, which varies from grasses and shrubs to large deciduous and coniferous trees, will be destroyed. Planting, seeding, and fertilizing will eventually restore native vegetation in a large percentage of this 200 acres.

There are no varieties of vegetation that are rare or found only in this area; therefore, there will be no significant loss of vegetation species due to this construction.

All merchantable timber will become the property of the contractor and utilized as such. Other vegetation debris will be disposed of in a manner in accordance with environmental protective procedures and laws in effect at the time of construction.

Care will be exercised to assure that vegetation outside of the construction limits is not needlessly destroyed.

Seeding and fertilizing of construction scars will be accomplished at the



earliest practical stage during construction. This practice will assure maximum revegetation and erosion protection of construction scars.

Where practical, strips of vegetation will remain between the interstate and the railroad. Screening, by leaving vegetation strips between the interstate and adjacent frontage roads, will also be practiced where applicable.

AESTHETICS

The design of the proposed project has considered aesthetics in the plan it presents.

Construction in cuts and fills will be carried out in a manner that will produce stable slopes. Contour grading of interchanges will make these areas more appealing to the eye. Rounding of backslopes will be accomplished to provide a natural transition from existing slopes to construction slopes. Rock formations will be excavated along lines parallel to their natural lines of breakage.

Natural screening will be left between the proposed interstate and adjacent facilities such as railroads, frontage roads, power lines, etc.

The alignment of the project follows the contours of the land as much as possible.

The rest area and fishing access sites will be maintained regularly, thus reducing the litter problem.

These measures will restore and preserve the aesthetically pleasant atmosphere of the St. Regis River canyon.

Several locations will require extensive excavation that will result in large cut scars. This situation is unavoidable due to the restrictions of the narrow

One portion of the stream, near Two Mile Creek, deserves additional comment. In 1951, the river channel was changed in this vicinity to allow construction of the present highway. The old channel still retains water from seepage, springs, and local drainage. Over the years, this pond has occasionally been stocked with fish and used as a children's fish pond. Fish can presently be found in this pond.

VEGETATION

The St. Regis River canyon supports a wide range of vegetation.

The abundant coniferous trees found in the area are predominately Douglas Fir, Yellow Pine, Tamarack, and Lodgepole Pine. Some Cedar trees can also be found in this area. Deciduous trees include cottonwood, wild apple, wild maple and mountain ash.

Huckleberries, chokecherries, wild strawberries, wild raspberries, elderberries, thimbleberries, serviceberries and Oregon grapes as well as evergreen Ceanothus, redstem Ceanothus and willows, ferns and other shrubs thrive within the canyon.

Although vegetation is generally abundant in the valley, there are portions of the stream banks that have a noticeable lack of vegetation. This lack of vegetation is caused by unstable banks in some cases, and by lack of rooting material within the riprap banks in other cases. Both of the cases mentioned above are a result of the extensive channel changes that have been made on the St. Regis River.

As is typical in the mountainous regions of Montana, southern slopes tend

canyon and the materials encountered in the backslopes.

Where cuts are extensive, they will be benched to reduce maintenance problems, promote slope stability, and induce revegetation of the slope.

SECTION V

ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED



ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

LAND USE

Restrictions imposed by control of access will adversely effect land use on portions of the property adjacent to the project.

Commercial development will be impractical along the project limits except at access points.

Recreational use of the St. Regis River will also be limited to access points. Access to the entire river will still be available, but not by means of passenger car.

These restrictions provide for a safer, more efficient transportation system and also regulate indiscriminate commercial development and eliminate many maintenance problems caused by recreation oriented people.

POPULATION AND LAND DEVELOPMENT

Control of access encourages development of commercial and residential areas in those areas having direct access to the interstate. Commercial establishments could be expected to develop as close to the interstate access points as possible. Residential development would be expected to occur in more remote areas.

This restriction of development might be considered as an adverse effect to certain individual property owners, but it will more probably be a benefit to the general public.



TRANSPORTATION SYSTEMS AND ACCESS

The transportation systems and access routes will have minor adverse effects as indicated in preceeding comments.

The benefits of the control of access outweigh the adverse effects that are present on the existing highway.

WATER RESOURCES AND DRAINAGE

There will be temporary adverse environmental effects on water resources during construction of the proposed project. Construction in and around the St. Regis River will cause increased turbidity in the stream. In areas of channel changes the stream bed will require an extended period of time to attain the physical and environmental level of stability in the existing stream.

The plans will specify that construction in and around the river will be done during periods when the increased water turbidity will have the least effect on water resources and aquatic life.

Channel changes and bridge installations have been adequately designed to handle anticipated flood flows. There should be no significant adverse environmental impact due to modification of flood carrying capacities in areas of bridges, channel changes, or channel encroachments.

FISH AND WILDLIFE

During construction of the project, fish will experience adverse environmental effects due to raised turbidity levels in the St. Regis River. For a period after construction is complete, those portions of the river that will have channel



changes will be low yield fish production areas. After the ecosystem in these portions of the stream has been reestablished, a fish population of about two-thirds the population found in naturally formed portions of the stream can be expected.

These effects are temporary and not of great significance since most of the stream to be changed has been changed before and the two-thirds population figure above actually represents total repopulation to existing levels in these areas. The activity during construction will affect wildlife. Some of the more timid species will probably vacate the immediate construction area during this period. This effect should be temporary and the present inhabitants should be expected to return after construction is completed. Approximately 135 acres of big game winter range will be lost to provide room for interstate construction.

VEGETATION

The loss of vegetation within the construction limits of the project is an adverse environmental effect that cannot be avoided.

Vegetation is abundant in the St. Regis Canyon and no particular species of vegetation will be destroyed that cannot be found in other nearby areas. Replanting and reseedling of construction scars is planned on this project to reestablish vegetation growth.

Efforts will be made to conserve as much natural vegetation as possible.



AESTHETICS

Construction of this project will cause excavation scars in rocky areas that will be visible to the traveling public. Many of these areas will remain barren of vegetation since there is no rooting material available in the rock cuts. These rock cuts will not be particularly offensive aesthetically since the area surrounding the project has many naturally occurring rock outcrops. Excavation of these rock cuts will be done on planes of natural splitting. This will create greater stability in the backslope design and give the rock backslope a natural appearance.

Metal bin walls will be necessary to avoid channel encroachments and might be displeasing to some observers. Installations of bin walls will not be visible from the interstate in most places.

Materials that would cause minimal visual offense were considered for use in the metal bin walls. Economic and construction considerations have resulted in discarding the possibilities of using wood or self protective oxidizing metals. In lieu of using these materials, standard metals will be used with selective planting of vegetation for screening. The U. S. Forest Service and Montana Fish and Game representatives have concurred with these proposed methods.

SECTION VI
ALTERNATIVES



ALTERNATIVES

GENERAL LOCATION ALTERNATES

One alternative to this project would be to construct the interstate alignment along the old U.S. 10 alignment which is now known as Camel's Hump Road. This alignment would avoid encroachments on the St. Regis River.

The Camel's Hump route would follow the existing Camel's Hump Road. Right-of-way requirements would be about the same per mile as for the St. Regis River route since both routes follow an existing highway alignment where some right-of-way is already in existence. The Camel's Hump Route is longer than the river route by about 1.3 miles.

The disadvantages of the Camel's Hump alignment far outweigh the advantages. Due to the steep mountain terrain and greater distance that this route traverses, initial construction costs would be higher than those presented on the proposed alignment following the canyon. For these same reasons, design speeds would be lower, road user costs would be higher, and maintenance costs would be higher. In addition to the increased costs due to horizontal and vertical alignments, snow removal would be a more costly item on an alignment at a higher elevation such as the Camel's Hump Road. In fact, snow removal was one of the main considerations in justifying abandonment of the original Camel's Hump route.

The environmental impacts of the Camel's Hump route have not been thoroughly studied since field data on all environmental elements is not available. Based on the terrain, status of existing environment, and length of the route, some projections can be made as presented below.



The impact of the Camel's Hump route on vegetation, topography, and aesthetics would probably be greater than that experienced in the canyon. Since the Camel's Hump route was abandoned in 1951, nature has healed many of the old construction scars. The alignment has revegetated itself so well that brush and trees were actually encroaching on the highway prior to selective clearing during repaving of the Camel's Hump road to serve as a detour. Clearing and grubbing this route for interstate construction would cause greater loss of vegetation than the river canyon route since there is more vegetation present, construction limit widths would be at least as wide as those in the canyon, and the length of the roadway would be longer. For essentially the same reasons, impacts on topography and aesthetics would be greater on the Camel's Hump route than on the canyon route.

The impact of the Camel's Hump route on water resources and aquatic life would be less than that on the canyon route since the St. Regis River would not be involved.

Impacts on wildlife and big game in particular are difficult to ascertain due to lack of field data. The area that would be required for construction of the Camel's Hump route would not involve big game winter range as is the case with the canyon route. Also, since the Camel's Hump route is generally heavily timbered, there would not be significant loss of browse and forage areas. The area that would be taken would probably be more typically used for cover.

Disruption of spring, summer, and fall local movements of big game may be a more important impact on the Camel's Hump route than that imposed by the

canyon route. The canyon route experiences generally seasonal migrations and winter congestion or high density of big game animals. The Camel's Hump route could be expected to have more general types of big game movements over longer periods of time. Considering that the Camel's Hump route would be longer than the canyon route, that the season when big game movement would occur in the Camel's Hump area is longer than the season of big game occupancy of the canyon, that traffic counts are considerably higher during the spring, summer, and fall months, and that the big game movement could be more general rather than seasonal on the Camel's Hump route, one could expect that the impact of the Camel's Hump route on wildlife might be at least as great as that anticipated on the canyon route. This is, of course, pure speculation since there is no field data available to back up such a prognosis.

Environmental impacts on land use, population and land development, and transportation systems and access would not be significantly different than those anticipated using the canyon route.

A second alternate would be to abandon the interstate project. This, of course, would not fulfill the purpose of the project which is to provide a fast, safe, and efficient transportation system.

ALTERNATE STUDIES OF MINOR SECTIONS OF THE ALIGNMENT

During preliminary location studies several alternate alignments were considered within the project limits. Environmental impacts were one of the main considerations during these alignment studies. Other items considered were safety, economics, and service.

Since the project entered the design stage, there have been numerous studies and changes in portions of the alignment. These studies and changes were generally based on providing a safer roadway that would have the least impact on the St. Regis River and the canyon in general. These studies have altered approximately 60 percent of the alignment on the project.

The alignment as presented in the proposed plans represents the best route for this facility based upon the above mentioned considerations.

TWO MILE INTERCHANGE ALTERNATES

During development of the project, two alternate alignments were studied near Two Mile Interchange. The findings of these studies are listed below.

Alternate A: (Discarded Proposal)

Alternate "A" proposed separated alignments for the eastbound and westbound roadways with the St. Regis River located between the two roadways from Station WB 458+ to Station WB 470+.

The major engineering and economical advantage of this alternate was that it required only one structure across the river. An additional structure was required on the westbound lanes to carry traffic over the crossroad.

The environmental advantage that this alternate presented was that the Two Mile pond could have been retained as a recreation site and children's fishing pond. If the pond had been included in the plans as a part of the rest area development, there would have been regular maintenance provided to keep the area more aesthetically pleasing.

The engineering disadvantages of this alternate included more severe curvature on the highway alignment and a channel that would not have been as stable as a natural stream channel.

There were numerous environmental disadvantages to this alternate. The channel change would have been in a restricted channel with a steeper gradient than that provided by Alternate "B". Due to the restricted channel and high velocities that would have occurred, this alternate would have reduced the amount of aquatic life that could survive in the stream. Since there would have been fewer pools for resting places and spawning beds, fish production would have been less than in a naturally formed stream. It would have been difficult if not impossible to establish vegetation growth along the channel banks that would provide the same shade and scenic beauty provided by those along the natural stream bed.

Locating the channel between the roadways would have isolated the stream from recreational use. Foot travel on this portion of the stream would have had to be along steep rock embankments.

Alternate B: (Accepted Proposal)

Alternate "B" proposes to change the St. Regis River back into the natural stream channel which was abandoned in 1951. The river will cross the mainline at about Station WB 454+ and flow along the north side of the Interstate to Station WB 476+. The river will then cross the westbound lanes and flow in the median area between the separated alignments of the eastbound and westbound lanes.



The engineering advantage of this alternate is that the curves for the highway alignment will be less severe than those on Alternate "A". Since the river will not be located in the median, the eastbound and westbound lanes have been adjusted to reduce the lengths of the curves.

There are many environmental advantages provided by this alternate. Most of these advantages center around the channel being restored to its natural stream bed. The natural stream bed provides improved habitat for aquatic and aquatic related organisms. The improved habitat is due to the presence of naturally formed pools, reduced stream gradient, slower water velocities, and natural shade. All of these items combine to form an aesthetically pleasing environment.

This alternate will allow better access to the river for recreation and fishing activity than offered in Alternate "A". Foot traffic will be able to follow the stream without encroaching on the controlled access and without traversing steep rock embankments. The existing access road around the north side of Two Mile pond will be barricaded to vehicle traffic, but will be maintained for foot travel.

The major disadvantage of this alternate is the cost of providing the additional structures necessary to cross the river. One additional structure is required on the eastbound lanes, and another structure must be extended to allow room for the river channel. A third structure will be required to carry the westbound off ramp over the river. The safety hazards imposed by the additional structures offset any improvement in horizontal alignment.

The only environmental disadvantage to Alternate "B" is that the Two Mile pond will no longer be available for use as a children's fishing pond. Alternate "B" will

On the basis of the least possible adverse environmental impact and in accord with recommendations by the Forest Service and Fish and Game Department, Alternate "B" has been selected as the proposed alignment.

ST. REGIS INTERCHANGE ALTERNATES

Several different alternate interchange proposals were studied for providing access at St. Regis. Basically, two different locations were involved. One plan proposed to locate the interchange such that the cross road would enter the west end of town near the junction of the existing highway and Camel's Hump Road. The interchange was to be a standard diamond interchange configuration. This proposal was presented at the public hearing in St. Regis in 1966 and was met with strong disapproval. The main objections to the proposal were: (1) it was not a direct connection to FAS 461; (2) it did not serve the best interests of the town of St. Regis; (3) it did not serve the best interests of the general traveling public; (4) it would cause a potentially hazardous intersection; and (5) it would cause heavy traffic on the street passing the St. Regis High School.

Extensive cost analysis studies were made which justified moving the previously proposed interchange to its present location opposite FAS 461. This proposal eliminates the objectionable factors associated with the previously proposed location.



SECTION VII

RELATIONSHIP BETWEEN LOCAL SHORT TERM USES
AND LONG TERM PRODUCTIVITY



RELATIONSHIP BETWEEN LOCAL SHORT TERM USES AND LONG TERM PRODUCTIVITY

Since the area surrounding the project is primarily dependent upon recreation trade and forest industries, the local short term uses of the environment will be complimentary to anticipated long term productivity.

Development of this fast, safe, and efficient transportation system will be a valuable asset to these industries that rely so heavily on highway travel. The access control feature of the project will assure protection of the environment from unsightly and scattered commercial development. Access roads as planned for the project will provide for local travel without the hazards of heavy through traffic.

The St. Regis River will actually be improved rather than hindered by this project. A net length of about 1800 linear feet of natural stream channel will be reclaimed by this project. Regular maintenance of fishing access roads and the rest areas will eliminate some of the present litter problems.

After completion of the project, fish production capacity of the St. Regis River should be expected to increase significantly. The capacity for the canyon to sustain big game during winter months will be reduced.



SECTION VIII

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The construction of the proposed project will commit the following resources:

Access to and from the highway except at designated access points such as interchanges and fishing access ramps will be committed for the life of the project. Construction slopes for cuts and fills will be a permanent commitment of the topography features within the project. The vegetation existing within the construction area will also be committed although replacement seeding and planting is planned where feasible. Portions of the existing stream channel will be committed due to necessary channel changes and encroachments. The combined net effect of these channel changes and encroachments is to lengthen the stream by 600 feet while restoring the stream to its original natural streambed for a length of approximately 1800 feet.

An indefinite number of natural big game crossings will be committed. Fencing on approximately 1.6 miles of the project will partially restrict and discourage big game use of existing crossings. Approximately 135 acres of big game winter range will be committed for the life of the project.

Although the above commitments are as permanent as the project, they are not absolutely irreversible and irretrievable.

SECTION IX

STEPS TAKEN TO MINIMIZE HARM



STEPS TAKEN TO MINIMIZE HARM

Where unavoidable adverse impacts occur, methods of minimizing the impacts will be employed as outlined. If further unavoidable adverse impacts are discovered, methods of minimizing the impacts will be employed wherever possible.

Areas that fall within the construction zone will be reseeded and replanted wherever it is feasible. Natural vegetation will be maintained as much as possible. Construction materials that might create an offensive visual impact, such as metal bin wall, culvert ends, guard rail, etc. will be selected and placed to blend with the natural surroundings insofar as is practical.

Drainage channels, embankment protectors, bituminous curbing, median inlets, and other drainage installations have been provided at appropriate locations and with proper design to prevent erosion problems. Construction in and around the river will be performed when the river flow is low and the least environmental damage can be expected. In areas where the St. Regis River is environmentally affected, offset jettys and random boulder clusters will be constructed to improve fish habitat.

Roadway alignments have been designed to minimize river encroachment and construction scars.

Local traffic patterns have been maintained to control damages to land use and development.

Construction methods employed by the Contractor shall be in accordance with the Montana Highway Department's standard specifications and all applicable Montana Environment Protection Laws. The standard specifications cover items such as and air pollution.

SECTION X

SECTION 4 (f) STATEMENT



AGENCIES SELECTED FOR REVIEW OF SECTION 4(f) DETERMINATION (DRAFT)

Montana Fish and Game Commission

ATTENTION: Mr. Frank Dunkle, Director
Mitchell Building
Helena, Montana 59601

Montana Department of Planning and Economic Development

ATTENTION: Mr. Perry F. Roys, Executive Director
Capitol P. O. (1716 9th)
Helena, Montana 59601

Montana Council of Natural Resources and Development

ATTENTION: Mr. Richard E. Mayer, Landscape Architect
Room 420, Mitchell Building
Helena, Montana 59601

State Council of Natural Resources

ATTENTION: Mr. George T. McGaffick, Coordinator
Sam W. Mitchell Building
Helena, Montana 59601

Board of County Commissioners

Mineral County
Superior, Montana 59972

U.S. Forest Service

Federal Building
Missoula, Montana 59801

Bureau of Outdoor Recreation (DOI)

Room 407, U.S. Courthouse
Seattle, Washington 98104

Department of Interior

Bureau of Sports Fisheries
Area Supervisor
Billings, Montana 59103

National Park Service

1709 Jackson Street
Omaha, Nebraska 68102

Environmental Protection Agency

1200 6th Avenue
Seattle, Washington 98101



SECTION 4(f) DETERMINATION

The comments of the responding agencies that were relative to the Section 4(f) Statement and a discussion of the comments are presented on the following pages.

Letter No. 1

United States Department of Agriculture
Forest Service
Region 1
Missoula, Montana 59801

Comments: Forest Service concurs in the taking of the county parkland at St. Regis for road purposes and feel that the proposed replacement land would be a valuable complement to their Sloway Campground. They would like some coordination between themselves and the controlling agency in the development of the new park.

Discussion: Since the Department of Fish and Game will be in charge of the park, it will be their responsibility to coordinate with the Forest Service on development of the new park.

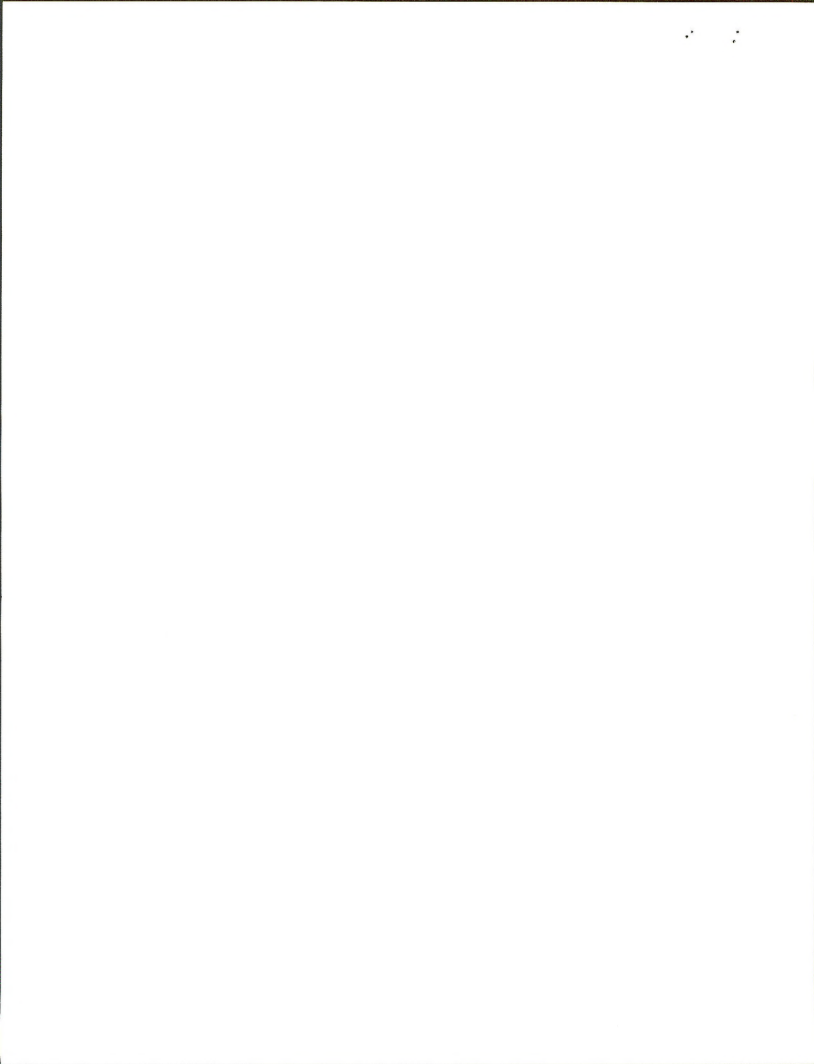
In their letter of concurrence, the Forest Service recommends that since we are taking an existing "city" park, facilities should be developed at the new site for large group picnics. This recommendation has merit and will be passed on to the Department of Fish and Game. Since they will be responsible for development of the park, the final decision will be theirs.

Letter No. 2

U. S. Department of the Interior
Bureau of Outdoor Recreation
Pacific Northwest Region
1000 Second Avenue
Seattle, Washington 98104

Comments: The Bureau of Outdoor Recreation expressed reservations about the Department of Fish and Game developing the replacement parkland. The Bureau of Outdoor Recreation assumes the replacement land will be made available to the Department of Highways at no cost. The Bureau of Outdoor Recreation questions if Section 4(f) has been fully satisfied since no alternatives to the proposed alignment have been discussed.

Discussion: At the time the Department of Highways was searching for replacement land for the park at St. Regis, the Department of Fish and Game was looking for land to develop for recreational purposes. It is the desire of the Department of Fish and Game to develop river access points every ten miles from Missoula on downstream. There is at present considerable activity along the Clark Fork River, which is recreation oriented. By development of the access points it will be possible for people to get to the river for fishing and picnicking. Thus, under the present situation, three parties benefited. The Department of Highways has taken undeveloped land for road purposes and has made replacement in kind. The Department of Fish and Game has been able to obtain land to develop as a recreational site without acquisition costs, and the residents of Mineral County will receive a larger park that will be developed by the Fish and Game.



Listed below are the agencies and departments of the Federal Government and the State of Montana who commented on the Draft Section 4(f).

1. United States Dept. of Agriculture
Forest Service Region I
Federal Building
Missoula, Montana 59801
2. United States Dept. of the Interior
Bureau of Outdoor Recreation
Pacific Northwest Region
1000 Second Avenue
Seattle, Washington 98104
3. United States Dept. of Transportation
Federal Highway Administration
222 S. W. Morrison Street
Portland, Oregon 97204
4. State of Montana
Department of Fish and Game
Helena, Montana 59601
5. Mineral County Board of Commissioners
P. O. Box 517
Superior, Montana 59872

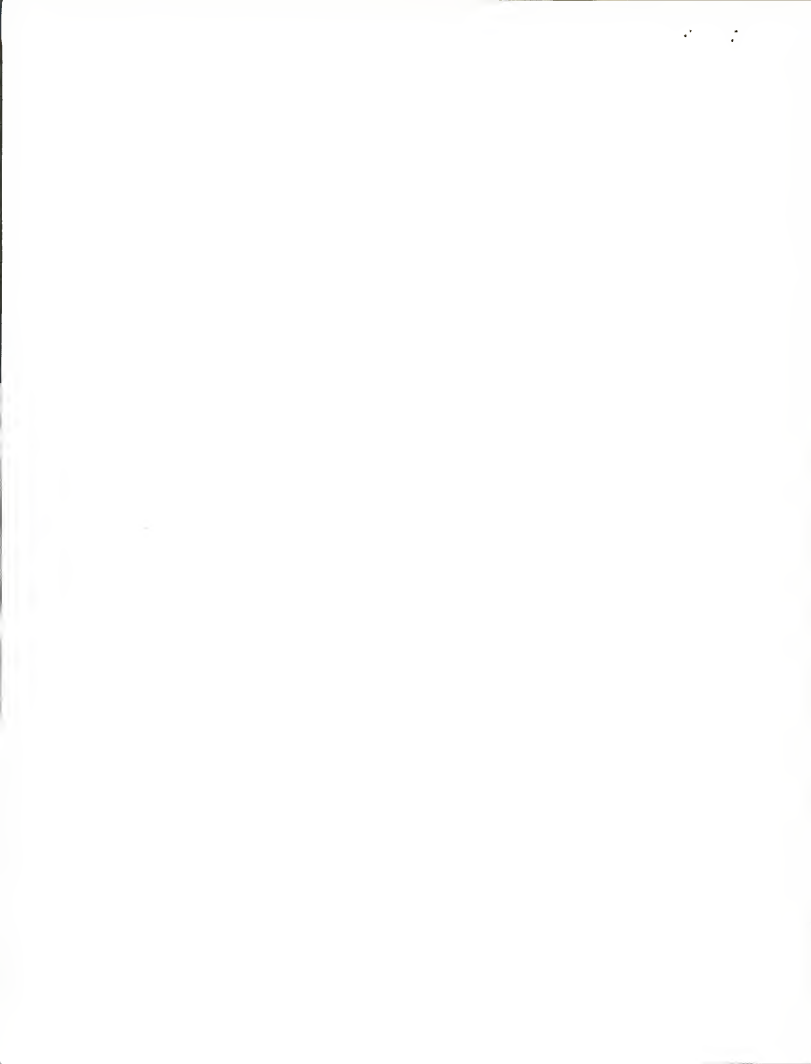
In order to fulfill their obligation to replace the parkland, the Department of Highways has optioned a permanent easement to Lot 4 of Section 16, Township 17 North, Range 27 West, from the Department of State Lands in favor of the Department of Fish and Game.

A discussion of the possible alternate routes in the vicinity of St. Regis has been included in the Section 4(f) Determination.

Letter No. 3

U. S. Department of Transportation
Federal Highway Administration
222 S. W. Morrison Street
Portland, Oregon 97204

Comments: Maps, photographs, plans, etc. were insufficient to fully describe the existing park and highway encroachment. Alternatives to the present proposed alignment were not sufficiently discussed. Not enough discussion on other park land in the vicinity of St. Regis and their accessibility to the local people. No mention was made of the plans for development that the County may have had for the existing park. There was no discussion of any improvements to the replacement park and it was not spelled out if the access road was being built only for the park. A request was made by the Federal Highway Administration to include deed restrictions or reversionary clauses that were in the deed from Anaconda Copper Mining Company to Mineral County. Status of negotiations between the Department of Highways and Anaconda Copper Mining Co. The prints and sketches have a discrepancy in areas.



Discussion: The maps, photographs, plans, etc. have been expanded to give the reviewers both a better understanding as to what type of land we are taking for road construction and what land is proposed to replace the existing park with.

The main concern of the Federal Highway Administration's comments centered around the lack of discussion regarding possible alternate routes in the St. Regis area, and the Final Section 4(f) Determination has been enlarged to give this problem a more complete review. The availability of other park lands close to St. Regis has also been given greater consideration in the main text of the Final Section 4(f) Determination, and a more complete description of both the existing park and the proposed park will be included.

Restrictions that were contained in the original deed from the Anaconda Copper Mining Company to Mineral County have been incorporated into the Determination. At this time the Department of Highway has secured the reversionary rights to the park land from the Anaconda Copper Mining Company.

Discrepancies in areas between the map of FAP 183 E-1 and the sketch can be explained by the fact that there is existing highway right of way taken from Lot 4, Section 16.

Letter No. 4

State of Montana
Department of Fish and Game
Helena, Montana 59601

Comments: No comments were made on the 4(f) Determination

Discussion: None required

Letter No. 5

Mineral County Board of Commissioners
P. O. Box 517
Superior, Montana 59872

Comments: The Mineral County Board of Commissioners is satisfied with our proposal for replacement of the County park land at St. Regis.

Discussion: None Required.

SECTION 4(f) LAND - IMPACT AREA

In 1937 the Anaconda Copper Mining Company deeded to Mineral County a tract of land in the Northeast Quarter of Section 25, Township 18 North, Range 28 West, to be used as a public recreation site. The land under Section 4(f) jurisdiction is more fully described in the following text by name and managing agency.

Park Land at St. Regis (Mineral County)

DETERMINATION OF SIGNIFICANCE: On August 5, 1971, the Mineral County Board of Commissioners wrote to the Department of Highways saying they felt that the park land at St. Regis was significant.¹ This letter placed subject park in the 4(f) status. The Board of Commissioners, by letter of September 14, 1970, said they did not want monetary compensation for the park land; but they did want it replaced with another site.²

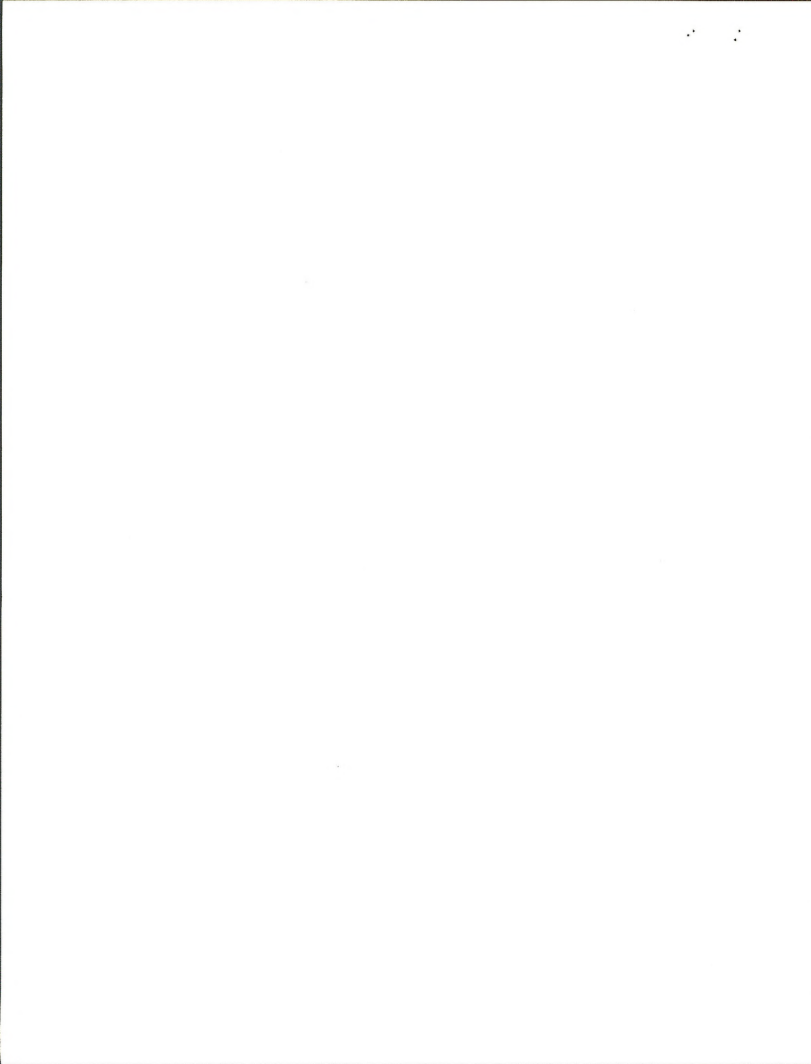
EXISTING SITE BEFORE PROPOSED PROJECT³

TYPE USE: Picnicking, swimming fishing
AVAILABLE ACCOMODATIONS: None
PATRONAGE: Local
SIZE: 14.31 acres, more or less

REPLACEMENT SITE AFTER PROPOSED PROJECT⁴

TYPE USE: Picnicking, swimming,
fishing, boating
AVAILABLE ACCOMODATIONS: None Planned
(by Department of Highways)
PATRONAGE: National, Regional, Local
SIZE: 18.32 acres

- Exhibit #1 - Letter-Mineral Co. Board of Commissioners (8-5-71)
Exhibit #2 - Letter-Mineral Co. Board of Commissioners (9-14-70)
Exhibit #3 - Pictures of Existing Park
Exhibit #4 - Pictures of Replacement Site



DESCRIPTION: The park land at St. Regis is bordered by the St. Regis River on the northwest, and lies between the Burlington Northern spur line on the northeast and the joint trackage of the Chicago, Milwaukee, St. Paul and Pacific Railway and the Burlington Northern Railroad on the southwest.

This land was donated for the use and enjoyment of all the residents of Mineral County as a recreation site. In the nearly 35 years this land has been in County ownership, there have been no improvements made to the land; and so far as we can ascertain, there are no plans for future development.

The existing park is low-lying land which is protected from the St. Regis River by a four foot high dike, which was constructed by the Corps of Engineers. The material for this protective dike was taken from within the park boundaries. Due to the similar elevation of the park and the adjoining river, during periods of peak runoff part of the park is subject to flooding.

There are both deciduous and coniferous trees on this park land as well as the native shrubs one would expect to find along river frontage.

Since there are no facilities at the present park and usage is on a purely informal basis, there are no records kept on the number of people using the facility. According to the County Commissioners, this land is used by the children of the area for picnics, swimming and fishing. During low water people would still fish in the St. Regis River by gaining access from the Cold Creek Frontage Road.

In the original conveyance there was a reversionary clause which reads as follows: "Should the use of said premises for public camping and recreational purposes be abandoned or discontinued, the premises above described, with appurtenances thereto, shall revert to Grantor".⁵ Therefore, when this land was found to be within the right of way taking and the County Board of Commissioners gave their approval for the taking of said park, ownership reverted to Anaconda Copper Mining Company.⁶

ACCESS: Pedestrian access to the park can be gained at any point after the St. Regis River is crossed. Auto access is available from a trail along the top of the dike protecting the park from the river.

IMPACT: As construction is now contemplated, 90% of the existing park land will be within the right of way limits or under the fill necessary to construct the Interstate mainline and interchange ramps. Due to the control of access feature, which is a requirement of Interstate Highway, the park will be totally unusable for the public.⁷

DESCRIPTION OF REPLACEMENT PARK: The land which has been selected for development as a replacement park site is Lot 4 of Section 16, Township 17 North, Range 27 West.⁸ This tract is in gently rolling terrain, is heavily timbered with coniferous trees, and is bordered on the southerly side by the Clark Fork River. The southerly, or river boundary of this land has a good gravel beach, which will lend itself to development as a recreational area on the Clark Fork.

Exhibit #5 - Copy of Deed from Anaconda Copper Mining Company
Exhibit #6 - Letter - Mineral Co. Board of Commissioners (9-7-71)
Exhibit #7 - Sketch of Existing Park
Exhibit #8 - Sketch of Replacement Park



Figure 1. The relationship between the number of species (S) and the number of individuals (N) for various taxa. The taxa are arranged in rows: Invertebrates, Plants, Fish, and Mammals. The columns represent different sampling methods: Random, Systematic, and two others (likely Hurler and Hurler). Each plot shows a positive correlation between S and N , with the slope increasing as N increases. The taxa are labeled on the y-axis, and the sampling methods are labeled on the x-axis.

ACCESS TO REPLACEMENT LAND: Lot 4 is approximately 4 miles from the town of St. Regis and will have access by way of the Ashmore Interchange, then easterly along the old Yellowstone Trail. This access will be a gravel surfaced road for 2 miles. It will be necessary for the State to construct approximately 600 feet of new road. This road will lead from present Highway 10 to the park boundary.

IMPROVEMENTS TO REPLACEMENT PARK: Whereas unimproved land is being acquired for highway construction, it is being replaced with unimproved land. The Department of Fish and Game has expressed interest in developing the park. Their proposal is to improve and maintain the area for public boat launching and a day use picnic area. There will be no overnight facilities built in the park at the present time.⁹

Since the Department of Highways will be furnishing the land, we do not feel that the Department of Fish and Game will be using their recreation funds to rectify a problem caused by the taking of park land for highway purposes. In order for the Department of Fish and Game to obtain this area for recreational development they would have had to buy the easement which the Department of Highways has secured for them. By the Department of Highways securing the easement, the Department of Fish and Game has the cost of land procurement to add to their recreational funds.

ALTERNATIVES: In the response by the Federal Highway Administration Regional office, the question was posed as to the feasibility of shifting the alignment to miss the existing park. If the alignment was shifted to the north far



enough to bypass the park land, almost every business in town would fall within the limits of taking. Since most of the residential as well as the high school of St. Regis is northerly of U.S. 10, all this would be within the taking or construction limits. A line change of this magnitude would have the effect of eliminating the town of St. Regis.

Another alternate would be an even further shift to the north to completely miss the town of St. Regis and the park. While this is possible, it is not feasible to move this far. The first problem encountered would be considerable out of direction travel. The second and most important consideration would be the massive cuts which would be encountered in the steep hill sides. The third problem which would arise with this alignment would be the additional curvature and increased travel distance that would be necessitated by shifting the alignment. From the standpoint of economics and esthetics, this is not a feasible alternate. Also, the increased mileage would cause a corresponding increase in road user costs.

A third alternate involves an alignment shift to the southwest. Although it is possible to use this alternate, it is not practical for these reasons: First, shifting the alignment to the southwest would cause serious encroachment and relocation of the railroad. Second, it would necessitate filling of the existing riverbed and extensive channel changes over a portion of the St. Regis River west of the park area. Third, in order to miss the railroad and St. Regis River, the alignment would have to be moved so far southwest as to again cause extensive cuts and subsequent scarring of the mountainous terrain lying southerly of the railroad. These changes would conceivably be of such magnitude as to cause abandonment of the project from an environmental standpoint.

Yet a fourth alternative is available; it is "do nothing". The present alignment will not cause problems that should necessitate the use of this alternative. Furthermore, the "do nothing" alternate is not compatible with the national planning for defense and Interstate highways.

RELATIONSHIP TO OTHER SIMILARLY USED LAND IN VICINITY: Either within the town of St. Regis or a few miles away, there exists several areas which can be, or are being used for picnicking. One of the areas is at the confluence of the North and South Forks of Little Joe Creek. There are only tables available at the location, but it is being used for recreation at the present time. This area is typical of the land which one would expect to find in the vicinity, rolling terrain with coniferous trees for cover. This site is located about four miles southwesterly of St. Regis.

Another site is located on the Old Yellowstone Trail, westerly of St. Regis on the old Mullan Gulch Road (Camel's Hump). Access is available. There are no improvements, but people are using the area for picnics and recreation. This area is about 15 miles from St. Regis.

A third site which has potential for recreational development is the old St. Regis Forest Service Ranger Station. This site is located within the town of St. Regis.¹⁰

DETERMINATION: It has therefore been determined by the State of Montana, Department of Highways that there are no prudent and feasible alternatives to the taking of this public land for highway purposes. The chosen alignment is the most feasible from both an economic standpoint and from an esthetic point

Exhibit #10 - Letter from Mineral Co. Board of Commissioners (6-8-71)



of view. The validity of this determination has been supported and documented in the foregoing text on alternates and the efforts which have been made to replace the park land being acquired. The people of Mineral County will have more acreage for recreation purposes, with some improvements to the park, none of which are available at the present site.

The Department of Highways has approval from the Mineral County Board of Commissioners and has an agreement from Anaconda Copper Mining Company for the acquisition of the present public park. The Department of State Lands has agreed to issue a permanent easement to the Department of Fish and Game for Lot 4, Section 16, Township 17 North, Range 27 West. This will cost the Department of Highways approximately \$18,500.¹¹

TO MINIMIZE HARM: Whereas it has been determined there are no feasible alternates to the use of subject park land in Mineral County, the State has taken steps to replace the land which will be lost to parks when construction of the Interstate is complete. There have been numerous contacts between personnel of the Department of Highways and the Mineral County Board of Commissioners to try and resolve the problem. Various sites have been reviewed in order to find suitable land for replacement. Some of these sites were suggested by the County Commissioners while others were proposed by Highway personnel. The County did not want anymore land removed from their tax base, which narrowed the choice of replacement land.

The tract of land finally decided upon is Lot 4, Section 16, Township 17 North, Range 27 West. This Lot is shown as containing 20.54 acres, 18.32 of which can be used for park purposes. The other 2.22 acres is in existing highway right of way easement. The Mineral County Board of Commissioners gave their consent for the Department of Highways to use the existing park land by letter of September 7, 1971.





MINERAL COUNTY BOARD OF COMMISSIONERS

J. A. WILKINSON
CLERK OF THE BOARD

Charter Fly

KARSTADT JENSEN
LISETTE P. BENNETT
RALPH E. JOHNSON

POST OFFICE BOX 517
SUPERIOR, MONTANA 59872

Sept. 14, 1970

State Highway Commission
Right of Way Supervisor
Missoula, Montana

Subject: 1-90-1(13)12
St. Regis, East & West
Ry: 62-MLN

Dear Sir:

In the case of the designated park area in St. Regis, which area was given to the County as a park by the Anaconda Copper Company in 1937, we would like the area replaced. It has been used informally by the children for fishing, swimming, and campfires, and we would like a similar area.

This means easy accessibility for children who do not drive cars. We would like to have driving access to the area, but within the area we do not want roads for cars. We do not want overnight facilities for trailers or campers for the general public. We want to keep it in a wilderness condition.

Also, we want river frontage equivalent to the length we now have on the St. Regis River, and we want shade trees equivalent to the present shade.

We are available and happy to accompany you in the selection of a future park for the young people of the county.

Yours very truly,

BOARD OF COMMISSIONERS
OF MINERAL COUNTY, MONTANA

Ralph E. Johnson
Ralph E. Johnson, Chairman



LOOKING NORTH INTO PARK
FROM ROAD ON DIKE



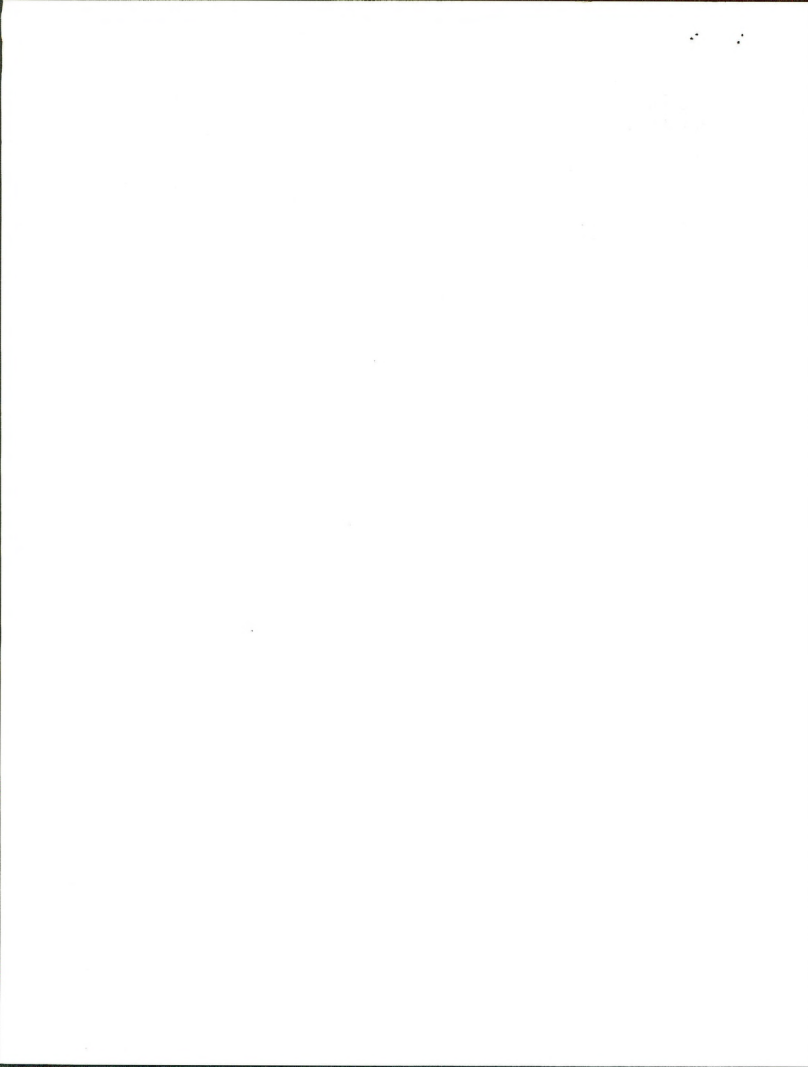
LOOKING NORTH INTO PARK
FROM ROAD ON DIKE



LOOKING EAST FROM DIKE
INTO PARK

EXISTING PARK

EXHIBIT 3





PARK ENTRANCE LOOKING SOUTH



LOOKING SOUTH ALONG ROAD



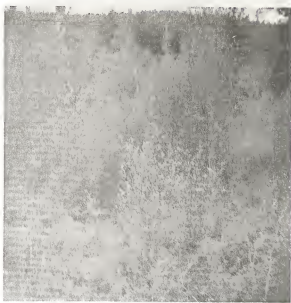
LOOKING SOUTH ALONG ROAD

EXISTING PARK





LOOKING SOUTH PARALLEL TO ROAD



LOOKING EAST FROM ROAD



LOOKING EAST ACROSS RIVER TO PARK

EXISTING PARK

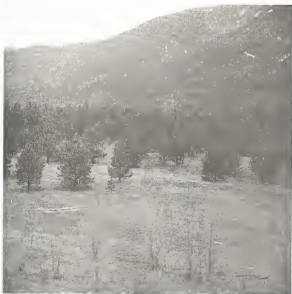
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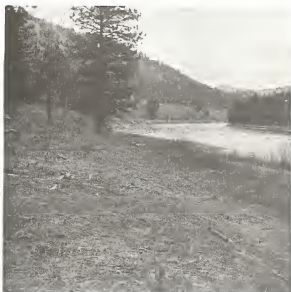
TRAIL SOUTHERLY OF P.T.W.
POSSIBLE ACCESS ROAD



EAST END OF OVERPASS
LOOKING SOUTH



EAST END OF OVERPASS
LOOKING WEST



LOOKING EAST
FROM THE EAST BOUNDARY





CENTER OF TRACT
LOOKING SOUTH



CENTER OF TRACT
LOOKING WEST



LOOKING WEST
ON ROAD RIVER BANK

REPLACEMENT PARK LAND





LOOKING WEST
FROM THE EAST BOUNDARY



300 FEET FROM EAST BOUNDARY
LOOKING WEST



600 FEET FROM EAST BOUNDARY
LOOKING NORTHWEST



800 FEET FROM EAST BOUNDARY
LOOKING NORTH

REPLACEMENT PARK LAND



THIS DEED BEING Made this 6th day of December, 1937, by and between ANACONDA COPPER MINING COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Montana, with its principal office and address at Anaconda, Deer Lodge County, Montana, party of the first part, (herein called "Grantor"), and MINERAL COUNTY, State of Montana, a county and body politic created by the laws of the State of Montana, with its County seat and post office address at Superior, Mineral County, Montana, party of the second part, (herein called "Grantee"),
WITNESSETH:

That for and in consideration of the sum of One Dollar (\$1.00), by Grantee to Grantor in hand this day paid, receipt of which is hereby acknowledged, and in furtherance of its desire to aid in the recreational and health advantages to the people of and in Mineral County, Montana, Grantor does hereby remise, release and forever quitclaim unto Grantee, its successors and assigns, that certain lot or parcel of real estate situate, lying and being in the County of Mineral, State of Montana, particularly described as follows:

All of that certain portion of the Northeast quarter of Section 20, Township 18 North, Range 68 East, Montana Principal Meridian, more particularly described:

Starting at the quarter corner on the north line of the above mentioned section, thence running east along section line a distance of 610.4 feet to the Northern Pacific Railway Company's right of way line; thence running S. 53° 34' East along the right of way line a distance of 1500.0 feet to the point of beginning, thence continuing S. 32° 34' E. along said right of way line a distance of 600.0 feet; thence running S. 63° 34' East a distance of 611.9 feet to the Chicago, Milwaukee, St. Paul & Pacific Railroad Company's right of way line; thence running N. 31° 33' West along said Chicago, Milwaukee, St. Paul & Pacific Railroad Company's right of way line a distance of 611.7 feet to the channel of the St. Regis River a distance of 611.7 feet, more or less, to the point of beginning, containing an area of 14.13 acres, more or less.

This conveyance is subject to and there is excepted and reserved herefrom any and all rights of way and easements heretofore granted or now existing upon the above described premises, or any part thereof, for railway purposes, or for the purposes of ditches, waterways or pipe lines, telephone, telegraph or electric transmission lines, or for highways, or public roads, and any and all other burdens, easements or rights of way as heretofore granted or laid out or established or now existing over, through or across the said premises or any part thereof.

TOGETHER with all the tenements, hereditaments and appurtenances therunto belonging, or in anywise appertaining, and all reversions, remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD, the above described premises, with the appurtenances, unto Grantee, its successors and assigns, forever, to be set aside and used exclusively for public camping and recreational purposes. (Should the use of said premises for public camping and recreational purposes be abandoned or discontinued, the premises above described, with the appurtenances thereto, shall revert to Grantor.)

IN WITNESS WHEREOF, Grantor has caused these presents to be executed by its officers thereunto duly authorized, and its corporate seal to be herewith affixed, the day and year first above written.

C. A.
ASTACOMBA COPPER MINING COMPANY,

By J. R. Hobbs

Its Vice President.

ATTEST:

Secretary
Secretary.



MINERAL COUNTY BOARD OF COMMISSIONERS

RUTH E. VERLEY
CLERK OF THE BOARD

RALPH E. JOHNSON
LISETTE P. BENNETT
RICHARD J. HOLLENBACH

POST OFFICE BOX 517
SUPERIOR, MONTANA 59872
Sept. 7, 1971

Re: I 90-1 (13)
St. Regis - East & West

Montana Highway Commission
Helena, Montana 59601

Attention: Robert E. Champion
Chief Right of Way Agent

Gentlemen:

The County Commissioners of Mineral County give their consent to the taking of the park area at St. Regis, for the Interstate highway program under the following conditions:

Lot 4 of Section 16, Township 17 North, Range 27 West, containing 20.54 acres, and/or other similar tracts of public land be placed in the jurisdiction of the Fish and Game Commission for development, subject to written agreement between the Fish and Game Commission and the Mineral County Commissioners.

The County Commissioners of Mineral County will be kept informed of the progress in securing the said replacement site.

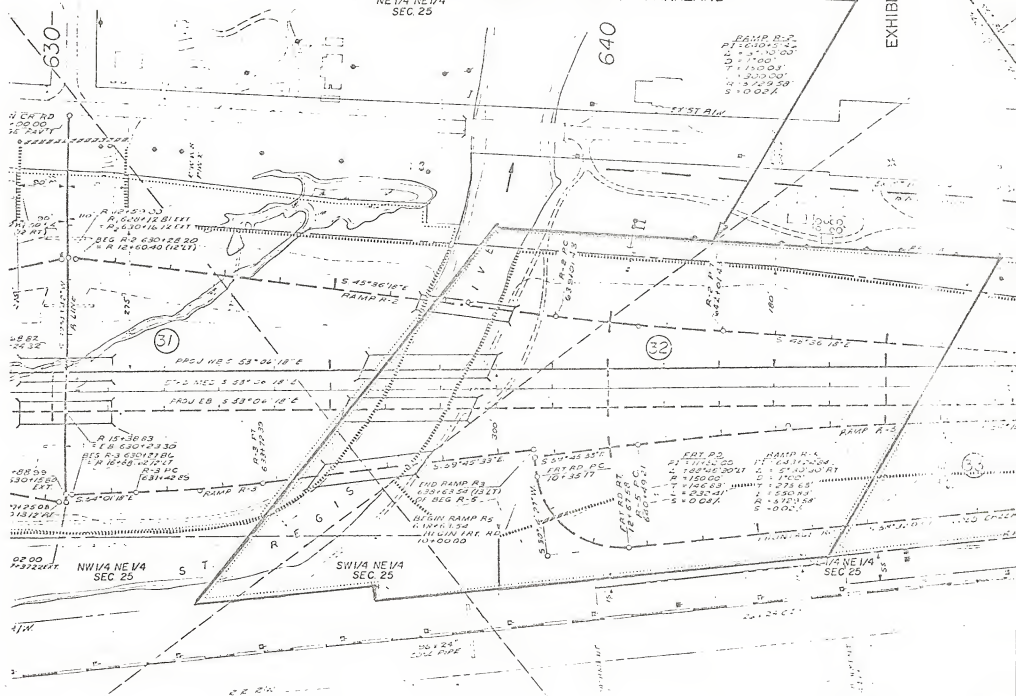
The Highway Commission will attempt to secure a quit claim deed from the Anaconda Company for their interest in the present site.

Yours very truly,

Ralph E. Johnson
Ralph E. Johnson, Chairman

Lisette P. Bennett
Lisette P. Bennett

Richard J. Hollenbach







STATE OF MONTANA

EDMONTAINTMENTMENT COM

MISSISSIPPI CLARK
3309 Highway 93 South
Missoula, Montana 59801
September 30, 1971

Board of County Commissioners
Mineral County
Superior, Montana 59872

Gentlemen:

Reference is made to the proposal that the State Highway Commission obtain an easement on State land in Lot 4 of Section 16, Township 17 North, Range 27 West, containing 20.54 acres on the North bank of the Clark Fork River. Upon obtaining the easement the Highway Commission would turn the property over to the Fish and Game Commission for public recreational use.

If and when the land is placed in the jurisdiction of the Fish and Game Commission, the Fish and Game Commission will maintain the area for a public boat launching area, a day use picnic area and a fishing access area.

It is probable that a minimum of development will be made such as a boat launching ramp, two latrines, up to four picnic tables and several garbage containers.

The facilities can be increased if public use warrants the expanding of such facilities.

Very truly yours,

W. J. Everin
District Supervisor

WJE:ds
cc: L. Meyers ✓
W. Woodgerd



MINERAL COUNTY BOARD OF COMMISSIONERS

RUTH E. VERLEY
CLERK OF THE BOARD

RALPH E. JOHNSON
LISETTE P. BENNETT
RICHARD J. HULLENBACK

POST OFFICE BOX 517
SUPERIOR, MONTANA 59872

June 8, 1971

District Supervisor, Highway Dept.
Right-of Way Department,
Missoula, Montana 59801

RECEIVED
R/W DEPT.

JUN 10 1971

STATE HIGHWAY COMMISSION
MISSOULA, MONTANA

Att: Mr. Lowell Myers

Dear Sir:

In regard to replacing the 15-acre park donated by the ACM Co. to Mineral County, the County Commissioners have taken the following position:

The Commissioners of Mineral County are definitely against taking any private land off the tax rolls; even if the property tax paid to the county is negligible. The principle pursued by the Highway Department in removing tax base property from the County tax rolls is harmful to Mineral County's finances. We are not going to give any encouragement to this practice.

We have the following suggestions as to possible park sites; all are on public non-taxable land and all are in informal use by the local people as picnic and recreation sites.

1. Little Joe Creek picnic area--approximately 3 miles from Highway 10, access already available. Site is immediately below junction of North Fork and South Fork of Little Joe Creek, Section 34, T18N, R28W. Creek.
2. Site on old Yellowstone Trail, (now abandoned) going West from St. Regis on old Mullan Gulch Road, access already available. Creek---Distance from town is approved by us. Section 5, T18N, R28W.
3. Old St. Regis Forest Service Ranger Station between old Mullan Gulch Road and present Highway 10. This is not the present Work Center. Site does not adjoin any other Forest Service land. It has 2 old houses. Location is in town.

Yours truly,

Ralph E. Johnson
Chairman, Board of County Commissioners

Lisette P. Bennett

Richard J. Hullenback



DEPARTMENT OF STATE LANDS

STATE CAPITOL

HELENA 59601

(406) 449-2074

STATE BOARD OF
LAND COMMISSIONERS
FORREST H. ANDERSON
GOVERNOR

DOLORES COLBURG
SUPT. OF PUBLIC INSTRUCTION

FRANK MURRAY
SECRETARY OF STATE
ROBERT L. WOODDAHL
ATTORNEY GENERAL

March 24, 1972

Mr. Pete Zander
Right of Way Department
State Highway Commission
Helena, Montana 59601

Re: X 90-1(53)
State of Montana
Lot 4, Sec. 16, Twp. 17N, Rge. 27W
Mineral County

Dear Mr. Zander:

It is hereby agreed that the Department of State Lands will recommend to the Board of Land Commissioners issuance of a permanent easement for a 20.54 acre tract of land located in U. S. Government Lot 4, Section 16, Township 17 North, Range 27 West, Montana Principal Meridian, Mineral County, Montana, for use as a public recreational area as soon as authorization to acquire the right of way for Interstate Highway Project X 90-1(53), St. Regis-East and West is received from the Federal Highway Administration.

Upon approval by the Board and receipt of the mutually agreed compensation of \$18,511.00, (\$18,486.00 for land and \$25.00 for Deed Fee) from the Department of Highways, the easement will be issued to the Montana Fish and Game Department as per request of the Department of Highways.

Very truly yours,

Robert A. Rundel
Robert A. Rundel
Chief Field Agent.

RER/lh

A
RESOURCE
FOR THE
PRESENT

AN
OPPORTUNITY
FOR THE
FUTURE

Date Recd.		MAR 27 1972	
By	File	Re: Section	Range
		16	27
		Section 16	Range 27
		Lot 4	Sec. 16
		Mineral County	Montana
		St. Regis-East and West	Interstate Highway Project
		Deed Fee	\$25.00
		Land	\$18,486.00
		Total	\$18,511.00
Gen. Inv.	File	Per. Inv.	



NOV 12 1971



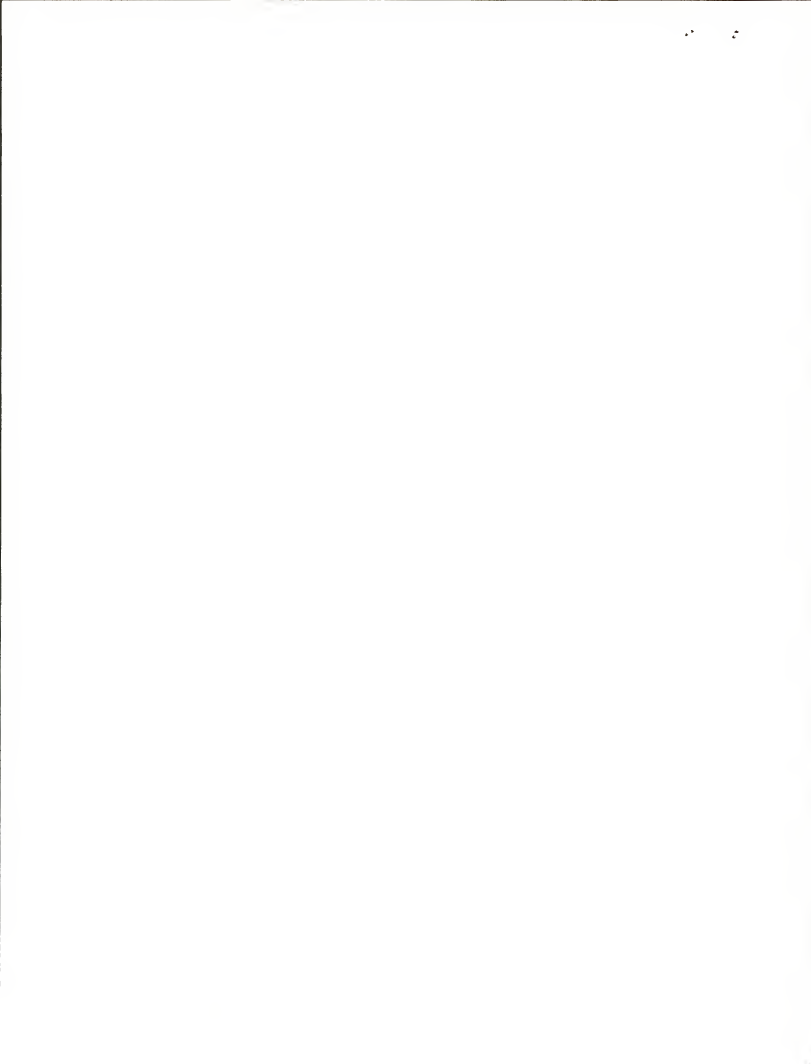
We have reviewed the subject completed Section 4(f) Determination. We agree with the proposal to replace the St. Regis Park with a park in Lot 4 of Section 16, Township 17 North, Range 27 West, and the environmental statement covering the proposal. The proposed park and its facilities would be a valuable complement to the Forest Service campground approximately 1 mile upriver. We concur with the proposal to develop boat-launching, day-camping, and picnicking facilities at the site. Since it will take the place of a "city park," we suggest a large group picnic area be incorporated.

We recommend that representatives from the Montana State Highway and Fish and Game Departments meet with our Lolo National Forest people to coordinate planning of recreation facilities along the I-90 area. Some of this coordination has been initiated already.

Ind



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would have a significant adverse impact on recreational use of the river by restricting access to it. It would seem appropriate to take further steps to minimize this probable impact by increasing the river access. Apparently, construction of the project will have a minimal impact on the fishery resource.

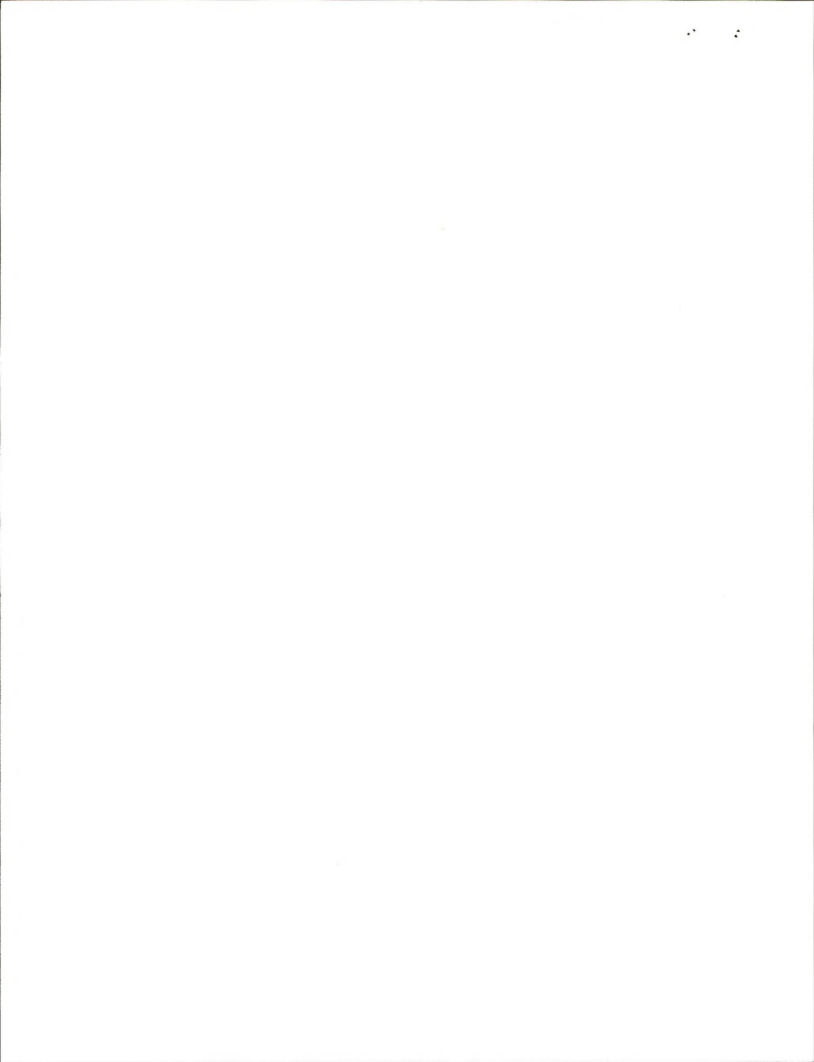
Section VI "Alternatives" does not consider alternatives to the proposed alignment in the St. Regis area where most of a 14-acre Mineral County park site would be taken for highway right-of-way purposes. Statements on page 2 of the Section 4(f) determination indicate that your office believes that the taking of the park site is unavoidable. If this is the case, then this adverse impact should be discussed in the draft statement under Section IV, "Evaluation of Environmental Impact" and especially under Section V, "Adverse Environmental Effects That Cannot Be Avoided." In its present form, the draft statement only briefly mentions the park impact in Section IV and does not discuss it at all in Section V.

Section 4(f) determination

Our major concern with the Section 4(f) determination is the arrangement to replace the county park land with state owned land which is to be developed and administered by the Montana Fish and Game Commission. It is difficult to determine whether or not the determination satisfies the provisions of Section 4(f) since no alternatives to the proposed alignment are discussed. If there is no "feasible and prudent alternative" to the proposed alignment, we believe the arrangement for replacing the county park land would be satisfactory if the costs of developing the new site are met fully with highway project funds. We view this condition as justifiable since highway project funds are being used to eliminate existing park land and since apparently the replacement land will be made available for recreation at no cost to the state highway department. If the intent of Section 4(f) is to be met, our view is that all costs of recreation development at the replacement site should be paid with highway project funds.

This point is of particular concern since the Department of the Interior, through the Land and Water Conservation Fund, shares the cost of numerous recreation development projects sponsored by the Montana State Fish and Game Department. We do not believe the Fish and Game Department should pay for developing facilities which are being developed solely to mitigate the impact of highway construction per Section 4(f) requirements. If this occurred, the Land and Water Conservation Fund might also be used to pay for the mitigation of the impact of the highway project. We believe our views are consistent with the intent of Section 4(f).

No we will pay fair market value for replacement land. We did not commit the F&G to develop park.



In the future, views of the Department of the Interior on Draft Environmental Statements should be solicited by submitting 15 copies (20 if accompanied by a Section 4(f) determination) to Mr. John W. Larson, Assistant Secretary of the Interior for Program Policy, Washington, D.C. 20240. This concurs with the procedures of the Federal Highway Administration as stated in PPM 90-1, Appendix G-5, which the Department of the Interior is now following. This procedure will result in the consolidation of all Interior agency views into one Departmental response.

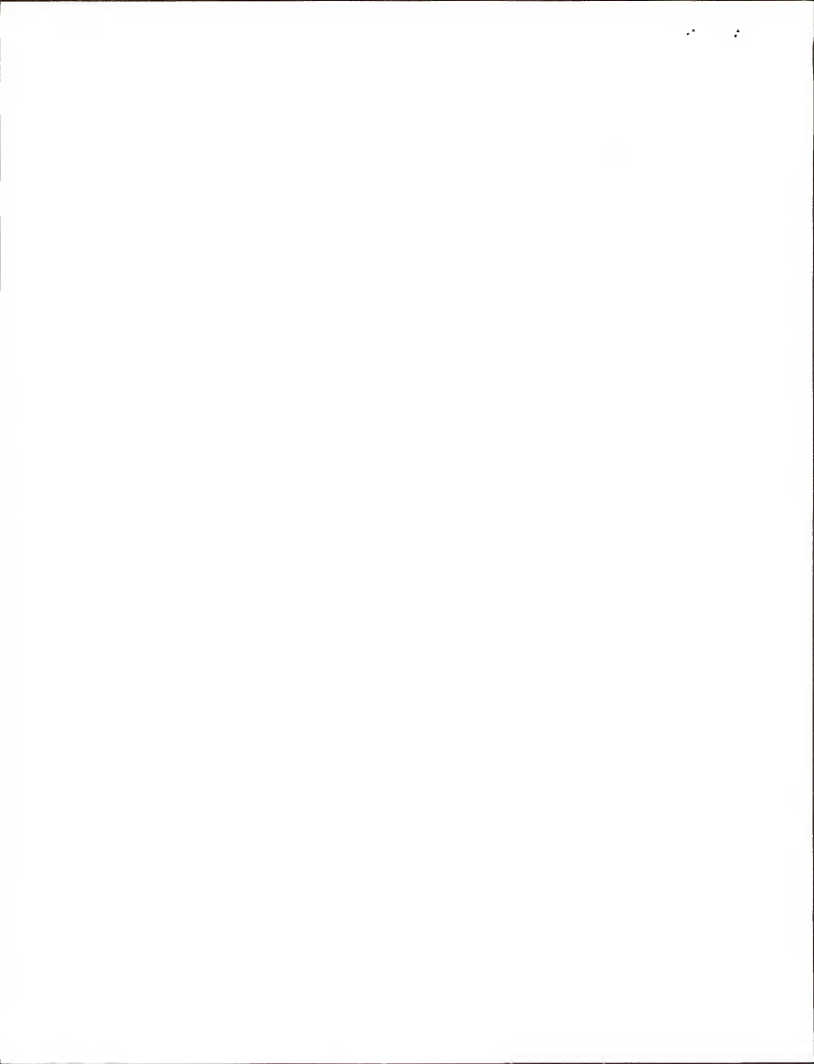
We appreciate the opportunity to provide preliminary comments.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

Date Recd. Preconst <u>8-20-76</u>				
Act	Info	MAIL ROUTE	Atten	dtl
		30 CCP RWH		
		30 Field Design		
		30 Surveying Design		
		31 Civil Engineers		
		22 West region		
		32 Landscape		
		33 East Region		
		34 Hydraulic		
		26 Traffic		
		37 Pub. Hearing		
		28 Civil Roads		
		28 Consultant Design		
		File		



Memorandum

TO : Mr. H. N. Stewart
Division Engineer
Helena, Montana

FROM : I. C. Lloyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Montana Project I 90-1(13)27-35
St. Regis East and West
Section 4(f) Statement supplement
Draft Environmental Statement

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: November 19, 1971

In reply refer to: 08-00.36

Reference is made to your October 19, 1971 memorandum which transmitted the Section 4(f) Statement for the subject project. Following are the comments of the Regional Environmental Committee for your review and consideration, prior to the submission of a Final Environmental/Section 4(f) Statement:

(1) Maps, plans, photos, etc., were considered insufficient to fully describe the existing park and the proposed highway encroachment.

(2) Page 2, paragraph two: The statement, "Within the corridor itself there was not much consideration given to alternate locations through the area of St. Regis," is considered a poor choice of words. The "Feasible and prudent alternative" determination has not been supported. Apparently, an alternative to the north of the proposed alignment would involve taking of residential property in St. Regis, but no mention of the number of residences so affected are discussed. Likewise, an alternative to the south of the proposed alignment would involve possible encroachment into the St. Regis River, but no mention of the degree of encroachment is discussed. Without sufficient mapping to depict the various alternatives and factual information concerning residential disruption and river encroachment, the Section 4(f) determination as submitted does not support the State's contention that there are no feasible or prudent alternatives to the taking of county park land.

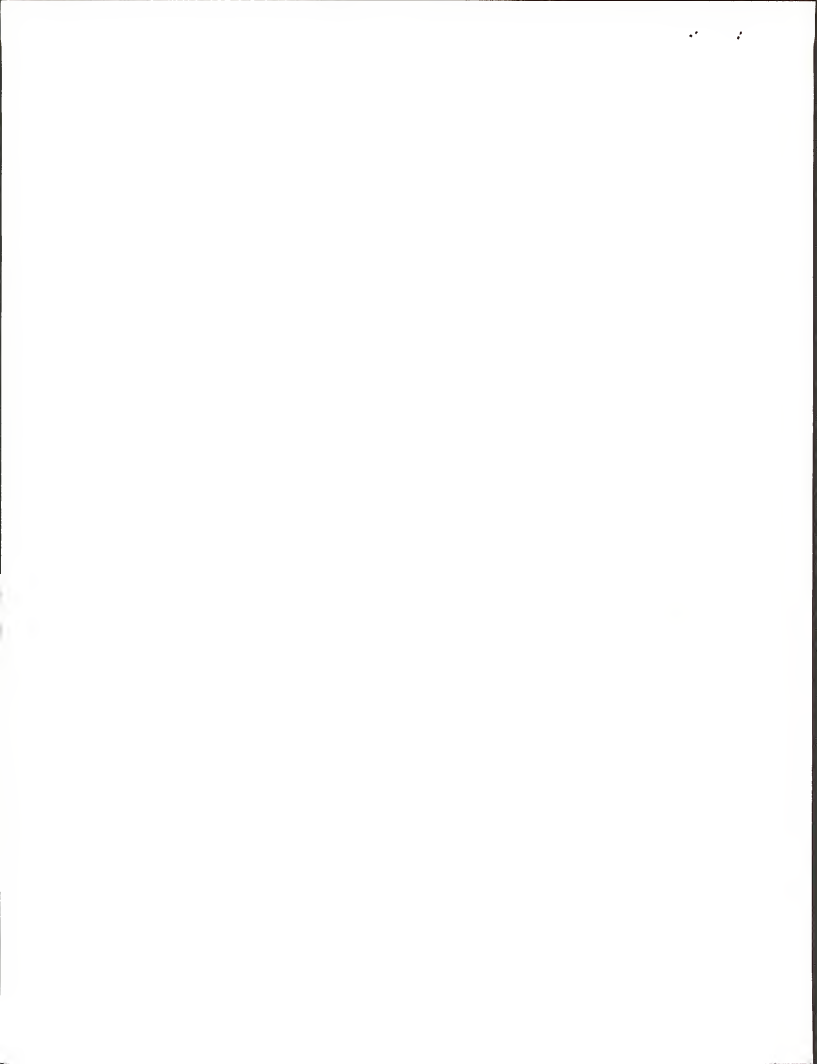
Further discussion on the prudence of taking park land appears warranted. The number of residential and/or business units affected and the severity of river encroachment should be given. In this manner, the reviewers of the final environmental/Section 4(f) statement can more adequately evaluate the State's proposal.

(3) The availability of other similar lands in the St. Regis vicinity (county park is presently accessible to people of St. Regis, both pedestrians and motorists) is not discussed. Also, what plans--if any--did the county have in developing the existing park? Photographs of the

-more-



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



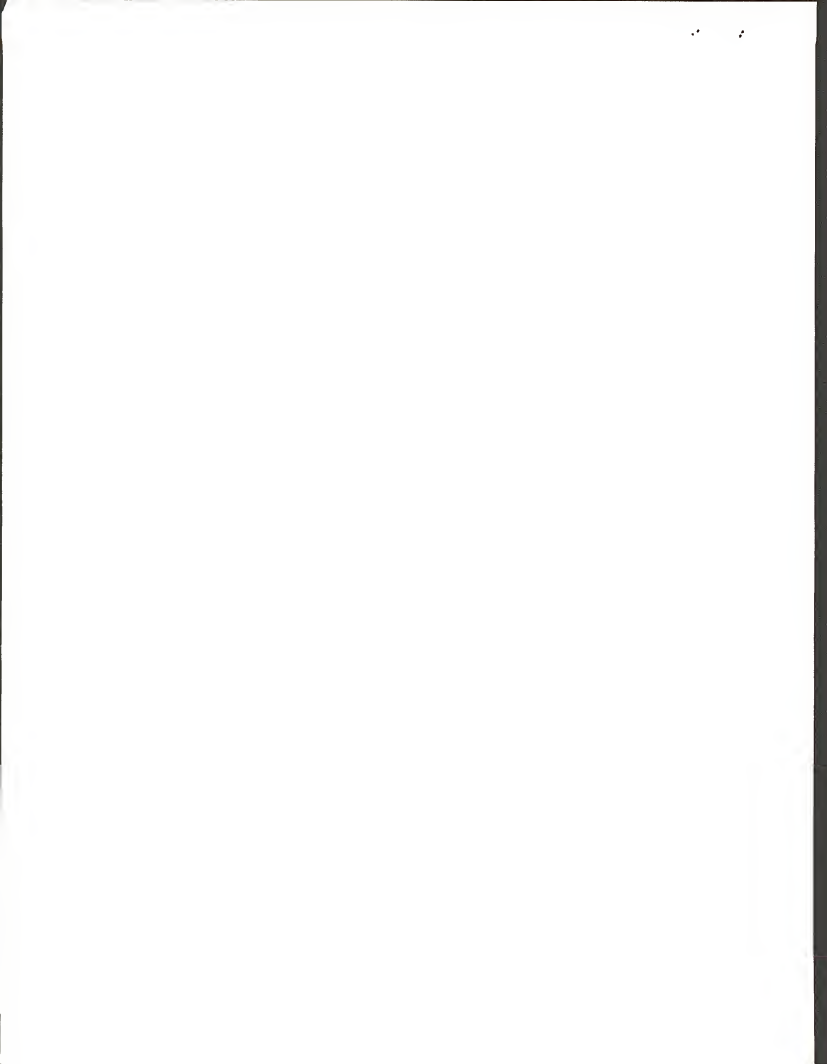
existing park site would be helpful for reviewers not thoroughly familiar with the project area.

(4) What improvements, if any, will be made by the State Highway Commission at the site of the proposed replacement park land? Is the access frontage road specifically provided to serve this replacement park land, or just a part of the Sloway Interchange design, regardless of park considerations?

(5) The deed restrictions and/or reversionary clause on the property deeded by Anaconda Copper Mining Company to Mineral County for park purposes should be included in the final submittal.

(6) What is the status of negotiations between the State Highway Commission and Anaconda Company as to its reversionary interest? The final submittal should reflect the latest planning with Mineral County, and State Fish and Game officials.

(7) The White print of FAP 183 E-1 showing location of replacement site indicates there are 20.54 acres of land in Lot 4, Section 16, T17N, R27W. However, the sketch indicates the park replacement site to be 18.32 acres, as some portions of Lot 4 are apparently needed for construction and right-of-way purposes. If this parcel is presently owned by the State of Montana, what is its present land use?





MINERAL COUNTY BOARD OF COMMISSIONERS

RUTH E. VERLEY
CLERK OF THE BOARD

RALPH E. JOHNSON
LISETTE P. BENNETT
RICHARD J. HOLLENBACK

POST OFFICE BOX 517
SUPERIOR, MONTANA 59872

November 5, 1971


Re: I 90-1 (13)
St. Regis - East & West

Mr. Lewis M. Chittim, P.E.
State Highway Engineer
Helena, Montana 59601

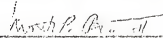
Dear Mr. Chittim,

Your letter, etc. of October 4, 1971, regarding the public park area on job 190-1 (13) 27-35, St. Regis East and West, is satisfactory to the Mineral County Commissioners.

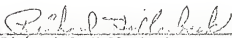
Yours truly,



Ralph E. Johnson, Chairman



Lisette P. Bennett



Richard J. Hollenback

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Lolo NF

2801 Russell Street
Missoula, Montana 59801

REPLY TO: 7770 System Operation

May 9, 1972

SUBJECT: I-90 St. Regis E & W



TO: Montana Highway Commission
Helena, Montana 59601

Attn: Mr. Robert Champion R/W Section Supervisor

Gentlemen:

As you requested in your letter of April 26th, we have the following comments on the 4-f Section of the Environmental Statement for I-90 St. Regis E & W:

The highway does not pass through any planned or existing parks, recreation areas, picnic or campgrounds, or game refuges. All environmental impacts on National Forest lands have been minimized to the optimum extent feasible to the mutual satisfaction of the Montana Highway Department and the Lolo National Forest.

Jack Large
JACK LARGE

Forest Supervisor

Date Rec'd		MAY 12 1972	
by	unit	FILE	Proj.
		RM. SECTION	
		MAIL ROOM	
		10 Supervisor	
		01 SA Survey	
		04 Plans Unit	
		03 Appraisal	
		04 Negotiation	
		05 Utilities	
		05 Land Records	
		67 A. Subvt.	
Gen.		FILE	Proj.
Par.			Unit.

SECTION XI

AERIAL MOSAIC OF PROJECT



LEGEND

MAINLINE
 BRIDGE & CROSSINGS
 FRONTAGE & ACCESS ROADS
 RAILROADS ALTERNATE
 GRADE OF MAIN LINES
 BRIDGE
 CHANNEL CHANGE
 PUBLIC PARK
 PROPOSED PARK SITE



BLUE
 ORANGE
 YELLOW
 RED
 GREEN

Approximate Scale in Feet

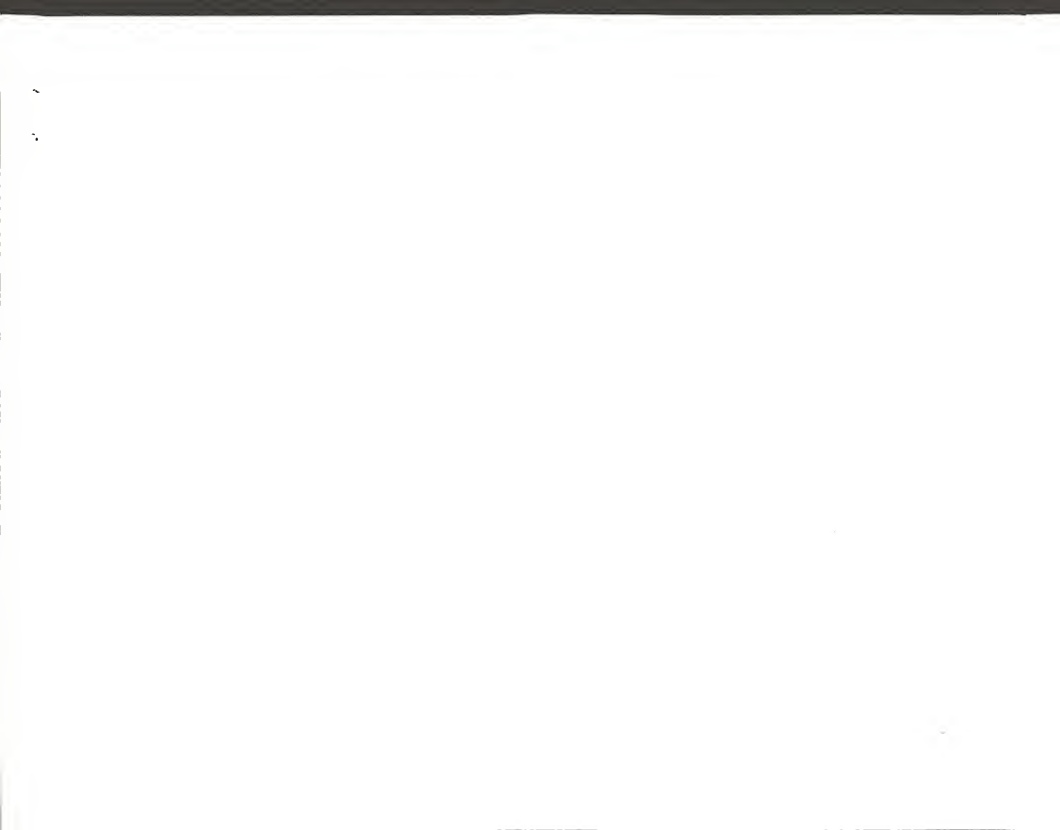
ST. REGIS EAST-WEST

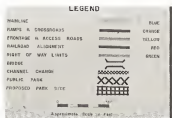
I-90-1 (13) 27-35

SHEET 1 OF 4

2

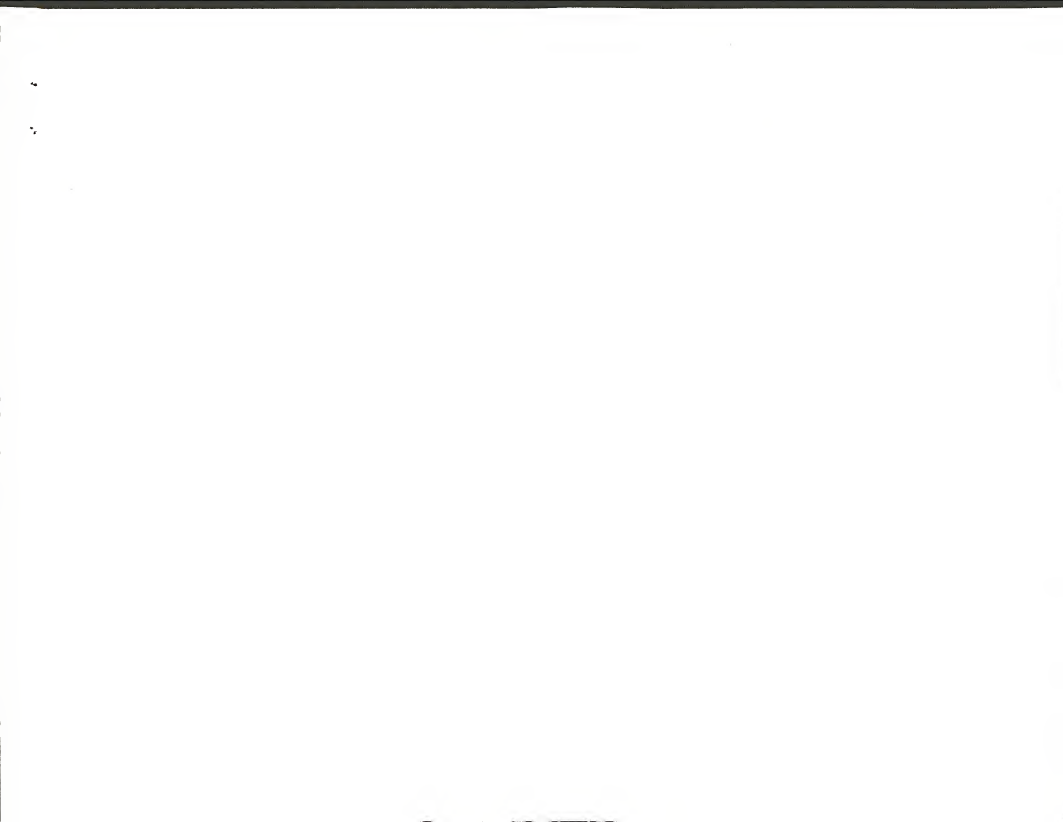
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ST. REGIS EAST-WEST

I-90-1 (13) 27-35





ST. REGIS EAST-WEST

I-90-1 (13) 27-35

SHEET 4 OF





ST. REGIS EAST-WEST

I-90-1 (13) 27-35

5



SECTION XII

LETTERS RECEIVED FROM AGENCIES

SELECTED FOR REVIEW OF DRAFT ENVIRONMENTAL STATEMENT



MONTANA FISH AND COMMISSION
 RECEIVED
 JUN 30 1971
 HELENA, MONTANA

June 29, 1971

Mr. Grover O. Powers P.E.
Preconstruction Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Powers:

After reading environmental impact statements I 90-1 (12) 22 Drexel east & west and I 90-1 (13) 27 St. Regis east & west, I would like to make the following comments.

I think the fishermen will use the 10 foot shoulder on the East bound lane for parking while fishing as there will be no fence to stop them.

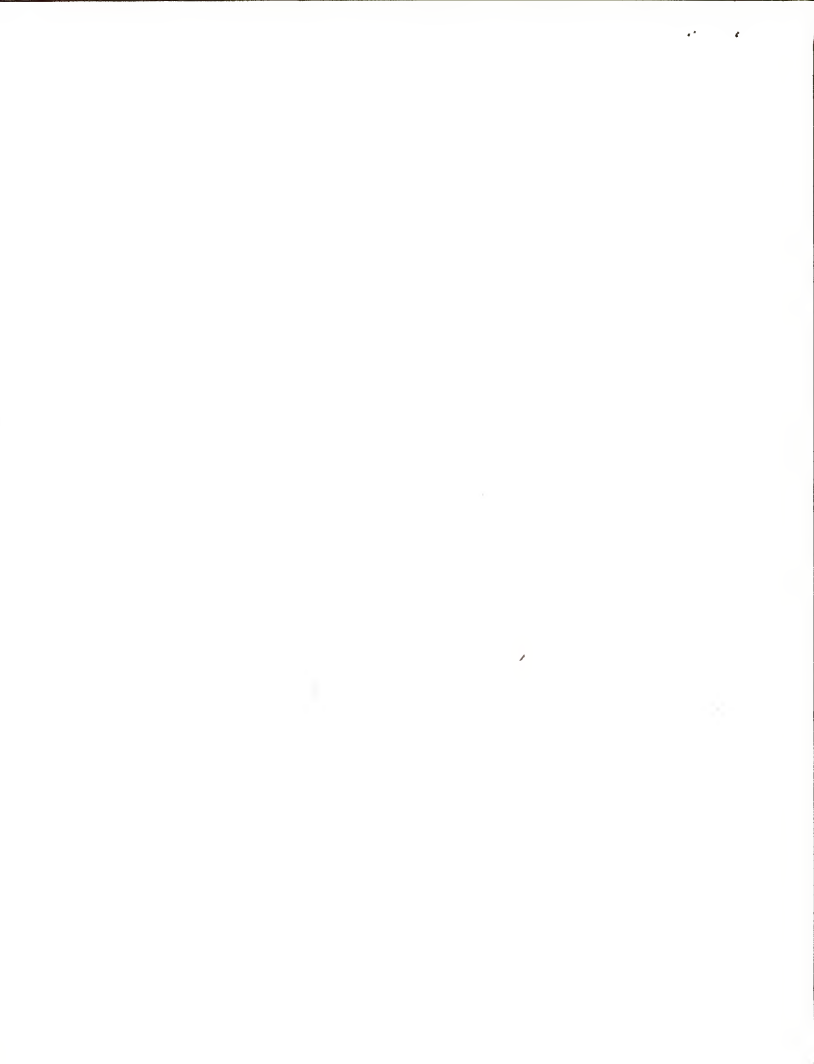
Would like to see more study on the Little Joe road as the log traffic is real heavy along with forest service workers and tourists. In the fall hunters come from Northern Idaho to use the Little Joe road to get back to Northern Idaho elk hunting areas. Also the cost of buying private land to connect the Little Joe to the old Camel's Hump road, as to a complete interchange at the Little Joe road.

Thank you for letting me be a part of this project.

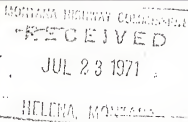
Very truly yours,

Cecil F Mac Donald
Cecil F. Mac Donald
Postmaster
St. Regis, Montana 59866

[illegible][illegible]







UNITED STATES DEPARTMENT OF AGRICULTURE
Regional Service
Region One, Helena, Montana, 59601

Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Mr. Holmes	
Miss Gandy	

REPLY TO: 7750 Forest Highways

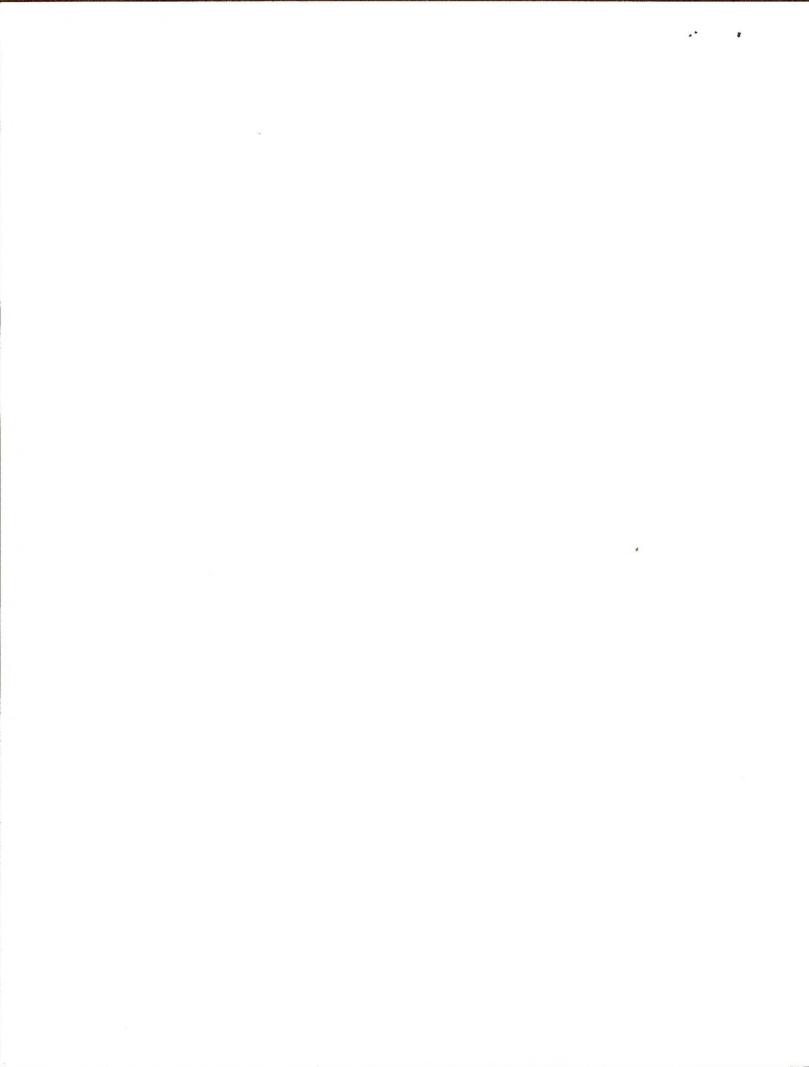
SUBJECT: Draft Environmental Statement
I-90 - St. Regis East and West

TO: Lewis M. Chittim, State Highway Engineer
Montana State Highway Department
6th Avenue & Roberts
Helena, Montana 59601



We have the following comments to make on the environmental statement prepared for this project.

1. Page III-4, Item 3. The Little Joe Road has a lot more significance than the Two Mile Creek Road. As stated on page IV-4, Little Joe Road is planned to have a 24' wide plant mix bituminous surface in the very near future, and will join the Gold Creek Road in Idaho currently being constructed to the same standard. This will become a main route between Avery, Idaho; the Upper St. Joe River area; St. Maries, Idaho; and St. Regis.
2. Page III-9, first paragraph. In discussing dumping of slide material into the river, it would be appropriate to note that while this did occur occasionally in the past through maintenance practices, it is not likely to occur in the future with separated traffic lanes.
3. Page IV-7 and 8 - Wildlife - first paragraph. The acreage taken from wildlife habitat should not be considered as a part of the "vast semi-primitive area surrounding" and hence "relatively insignificant," but rather as a portion of the key winter range in which case it does take on some significance.
4. Page IV-9, third paragraph. We have proposed seeding and fertilizing as early as construction and weather allow and not necessarily waiting until final stages of construction.
5. Page VIII-1 - Irreversible Commitments. After stating factually the many impacts in many, many pages, it seems unrealistic and anticlimactic to claim that none are irreversible. At least some topography will be altered from natural to man-made and could not be restored in kind. The environmental statement for Drexel E & W handles this same subject more realistically on page 8, Section VIII: "The resources that will be committed are: the land on which the Interstate will be built; the vegetal cover on this land; the



loss of the vegetation as game cover; some slight modifications to the stream channel; and a reduction in the number of game crossings. These resources will be lost for the duration of the project, and cannot be recouped while the Interstate is in use. However, if the time ever comes when it would be desirable to restore the canyon to a natural state, it could (theoretically) be possible to remove the Interstate and restore the land to nature."

5. We appreciate the recommendation of the State for Alternate B (restoring channel to Two Mile Pond). This point has been a tough hurdle to cross; but despite a high cost, it is an opportunity to restore part of a badly impacted stream, hence worth the cost and troubles.

We appreciate the efforts to be frank and factual with the impacts covered. Many come from our impact reports or are a result of our many discussions. We accept them except for the modifications above.

Steve Yurich
STEVE YURICH
Regional Forester

Date Recd. Project 7-26-71

Acres	Feet	MAIL ROUTE	Acres	Feet
		1. 1st. Pond		
		2. 2nd. Pond		
		3. 3rd. Pond		
		4. 4th. Pond		
		5. 5th. Pond		
		6. 6th. Pond		
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		8. 8th. Pond		
		9. 9th. Pond		
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Date	Route	Mail	Route	Amount	Initial
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10/4	30	10/4	30	10/4	10/4
10/5	30	10/5	30	10/5	10/5
10/6	30	10/6	30	10/6	10/6
10/7	30	10/7	30	10/7	10/7
10/8	30	10/8	30	10/8	10/8
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FISH AND GAME

Helena, Montana 59601
July 29, 1971

Mr. Grover O. Powers
Preconstruction Engineer
Montana Highway Department
Helena, Montana 59601

Dear Grover:

We have reviewed the Environmental Impact Statement for Project I 90-1(13)27, St. Regis-E & W, and have the following comments:

We are attaching a copy of the Drexel-E & W statement review. The general statements in this review also apply to the St. Regis-E & W project.

Specifically in the St. Regis-E & W project, on page IV-3 the statement, "The relatively small amount of land taken for construction as compared to the vast semiprimitive areas surrounding the project makes this, in fact, relatively insignificant," illustrates the lack of understanding of what constitutes adequate wildlife habitat. The "vast semiprimitive lands" surrounding the project are chiefly summer range, which cannot be used by big game in the winter because of deep snow. The critical winter range lies on the canyon bottom and lower slopes. The area of approximately 200 acres of right-of-way taken from winter range is a significant loss.

On page V-2, the discussion of fish and wildlife resources is contradictory. We do not understand the logic in the discussion of a 2/3 increase and/or 100 percent repopulation. We doubt that there is any basis in fact for such a postulation. We find this entire section unacceptable.

We thank you for the opportunity to review these statements and to make comments.

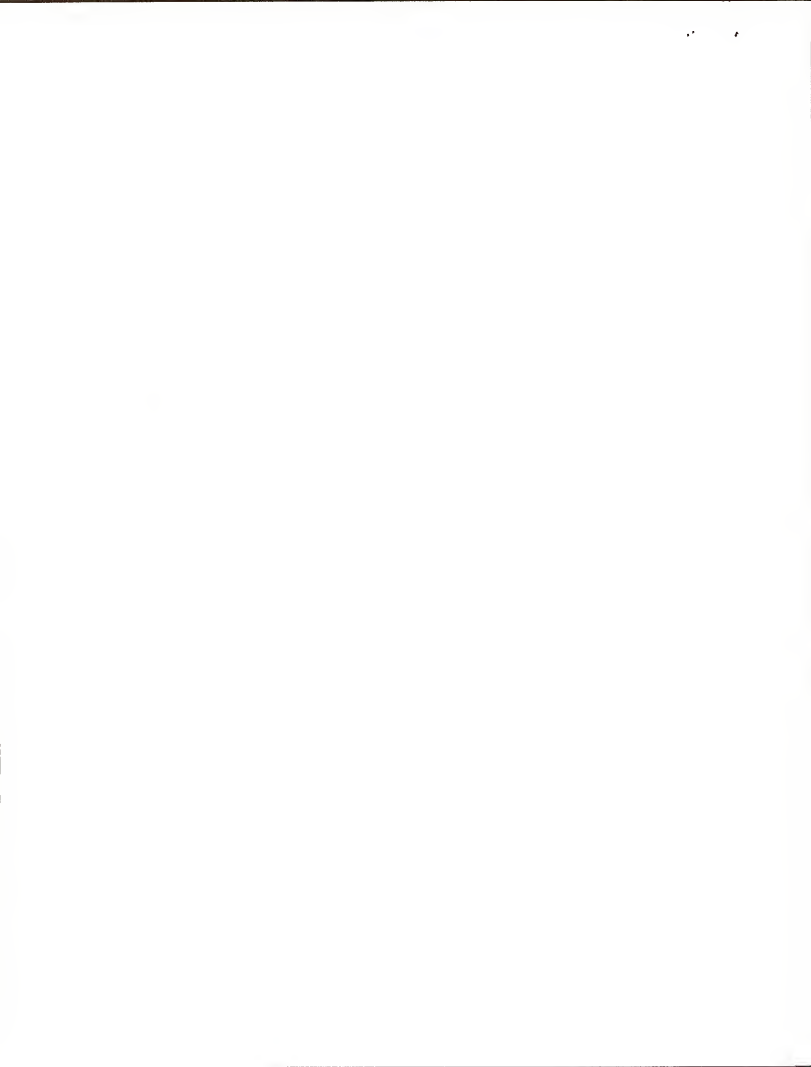
Sincerely,

FRANK H. DUNKLE
STATE FISH AND GAME DIRECTOR

By Ralph W. Boland
RALPH W. BOLAND, ASSISTANT CHIEF
ENVIRONMENTAL RESOURCES DIVISION

RMB/USD

Economic Development
Walt Everin



SUITE 900, 1860 LINCOLN STREET
DENVER, COLORADO 80203

AUG 12 1971

AUG 2
HELENA, MONTANA

August 5, 1971

Mr. Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

We have reviewed the Draft Environmental Statement for Project I-90-1(13)27, St. Regis East and West. We offer the following comments for your consideration in development of the final environmental statement.

1. It is noted that commercial development can be expected to concentrate as closely as possible to points of interstate access. Will the Town of St. Regis be able to provide the public services that will be required as a result of this potential development?
2. With construction taking place in and adjacent to the St. Regis River, adequate measures should be taken to prevent fuels, oils, greases, bituminous materials, concrete, or other deleterious materials from entering the waterway. More specifically, it is desirable for the Montana Highway Commission to have a contingency plan specifying courses of action to be taken in the event of a spill.
3. All possible steps should be taken to minimize increased turbidity in the stream during construction.
4. The method of disposal of sanitary wastes during the construction period should be discussed, also measures to be taken to minimize air pollution problems, i.e., dust and batch plant emissions.
5. Based on information included in the statement, and subject to design and public hearing considerations, we prefer Alternate B as proposed in your statement.





DEPARTMENT OF THE ARMY
SEATTLE DISTRICT, CORPS OF ENGINEERS

1519 ALASKAN WAY SOUTH
SEATTLE, WASHINGTON 98134

NPSEN-PL-ERJUG 11 1971

9 AUG 1971

H. C. ENA, M. J. BERNIA

Lewis M. Chittim, P. E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

1st	RETURN OF A F
2nd	NAVY DEPT. RETURN
3rd	NAVY DEPT. RETURN
4th	CHIEF COUNSEL
5th	ASST. S. E. C. S. S. O. N.
6th	ACCOUNTING
7th	CAPTAIN'S BUREAU
8th	ASST. S. E. C. S. S. O. N.
9th	ENGINEER
10th	PROBATIONER
11th	PURSE IN NAVY
12th	ASST. S. E. C. S. S. O. N.
13th	CHIEF COUNSEL
14th	NAVY DEPT. RETURN
15th	NAVY DEPT. RETURN

Dear Mr. Chittim:

We have reviewed your Draft Environmental Statement on Project I 90-1 (13)27, St. Regis East & West transmitted to the Missouri River Division by your letter 39-JGS dated 21 June 1971. Project location places review responsibilities under the purview of the Seattle District and our comments are as follows.

The Statement indicates two proposed channel changes on the St. Regis River and mentions that the alignment of the project has been designed to minimize river channel encroachment. Under Sections IV and V no additional comments are made about reduced capacity for flood flows. For lack of a positive statement relating to flood flows, channel capacity, or adverse effects in flood hazard areas, no conclusions can be reached on how effective the design has been from this standpoint.

The second alternative in Section VI, entitled "Alternatives" would be to abandon the interstate project. This alternative further states that this course of action would not fulfill any of the purposes of the project, but we fail to find mention of what the purposes of the project are.

Copies of these comments are being furnished to the Council on Environmental Quality.

We appreciate the opportunity to comment on this Draft Environmental Statement.

Sincerely yours,

Hoffmann

H. W. MUNSON
Lt. Colonel, Corps of Engineers

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: July 30, 1971

In reply refer to: 05-00-36

TO : Mr. H. R. Stewart
Division Engineer
Helena, Montana

FROM : J. C. Blyden
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Montana I 90-1(13)27, St. Regis East and West
Draft Environmental Statement

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project. The following comments are offered for your consideration in preparing the final environmental statement:

- (1) Our copy of the aerial mosaic map included with the statement for illustrative purposes is very poor for those who are not familiar with such maps. Perhaps a touch-up on the map would be helpful to determine the existing highway, streams, and so forth.
- (2) Relocation possibilities for the 8 residences and 5 businesses involved will be to where and are there facilities available?
- (3) What will be the environmental impact on the Camel's Hump Road when it is used as a detour facility?
- (4) If the alternative Camel's Hump Road had been chosen in lieu of the canyon, what would have been the environmental consequences? The third paragraph, page VI-1, indicates there evidently were environmental reasons why the river route was chosen.
- (5) FHWA Notice of February 10, 1971 requests Section 4(f) matters be submitted with the environmental statement.
- (6) Who will maintain the fishing access ramps? Are they a joint venture with the Forest Service or Fish and Game? If so, coordination should be made with these agencies in regard to their operation.
- (7) The Clark's Fork River has not been discussed as an environmental resource. No doubt the bridge crossings will have some impact on this resource. These crossings are not discussed in the statement.





13 GOVERNMENT
memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: AUG 9 1971

SUBJECT: Draft Environmental Impact Statement: Highway
Project 1-90-1(13)27, St. Regis East and West,
Montana

In reply
refer to: TEU-12

FROM: Assistant Secretary for Environment
and Urban Systems

TO: H. H. Stewart, Division Engineer, FHWA,
Helena, Montana

This staff has reviewed the draft environmental impact statement for 1-90 in St. Regis, Montana, and the historical background submitted in lieu of the findings required by Section 4(f). Since the highway would traverse parklands, a submission in accordance with that provision should accompany the final statement.

In addition, if this project involves the use of any National Forest lands, such a taking would also be subject to Section 4(f), unless the Forest Service renders a supportable determination that the specific tracts are not significant for recreational or wildlife purposes.

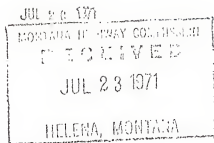
We look forward to receiving the final environmental impact statement and 4(f) submission, including any comments received from the general public and other public agencies.

Herbert F. DeSimone
Herbert F. DeSimone
Assistant Secretary

cc: Regional Federal Highway Administrator
Portland, Oregon

Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Mr. Holmes	
Miss Gandy	

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
Washington, D. C. 20250



Mr. Lewis M. Chittim
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Re: I 90-7(18)364, Big Timber-Greycliff
I 90-(13)27-35, St. Regis-East & West

Dear Mr. Chittim:

The draft environmental impact statements for the referenced projects that were sent to Dr. T. C. Byerly on June 9, 1971, and June 21, 1971, were referred to the USDA Soil Conservation Service for review and comments.

The Soil Conservation Service has no comment to make on either of these draft environmental impact statements.

These two statements are being sent to Mr. A. B. Linford, State Conservationist for Montana located at Bozeman, Montana, for his use and information.

Sincerely,



William M. Linford
Acting Administrator

Date Recd. Document 7-26-71

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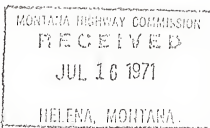




DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL BUILDING, 19th AND STOUT STREETS
DENVER, COLORADO 80202

REGION VIII

July 14, 1971



IN REPLY REFER TO:
83DA

Your reference:
1 90-1(13)27-35
St. Regis-East
& West

Mr. Grover O. Powers
Pre-construction Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Powers:

Subject: Comments on Draft Environmental Statement - Highway
Construction, Mineral County, Montana

We have reviewed the subject draft Environmental Statement which was transmitted to us by your June 21, 1971 letter.

This Environmental Statement provides sufficient general information concerning the impact of the proposed project on the environment to enable us to evaluate this aspect of the project. As you know, HUD is primarily concerned with (1) the effect of a proposed action on the urban environment and (2) the consistency of such actions with the comprehensive planning for the area.

Our review has revealed no basis for reservations or comments with regard to any adverse impact which this project may have on the urban environment.

Sincerely,

Robert J. Maturschik

Robert J. Matuschek
Special Assistant

[illegible]

BUILDING 20
DENVER FEDERAL CENTER
DENVER, COLORADO 80225

July 13, 1971

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JUL 15 1971

HELINA, MONTANA

Mr. Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

In reply to the letter of June 21 from Grover O. Powers of your office, we have reviewed the draft environmental statement on St. Regis East & West, Project I 90-1 (13) 27.

The project location is in the general area covered in our letter of May 14 and our most recent letter, dated July 17, on the Drexel project. We note that physiography and geology sections are included in the statement and that reference is made on page III-6 to the fault system, particularly to the Osborn fault which is intimately associated with the mineral resources of the area.

This office has no objection to the environmental statement as written since neither the mineral resources nor mineral industry apparently will be affected.

Sincerely yours,

D. M. Bishop, Chief
Intermountain Field Operation Center

[illegible]





JUL 12 1971

HELIX

State of Montana
State Department of Health

HELENA, MONTANA 59601

July 9, 1971

Mr. Lewis M. Chittin
Montana Highway Commission
Helena, Montana 59601

Re: Environmental Impact Statement
Project I 90-1(13)27
St. Regis East and West
E.S. 71/169

Dear Mr. Chittam:

The rough draft of the environmental impact statement for the above mentioned project has been reviewed by engineers in the Division of Environmental Sanitation and was found to be satisfactory.

Sincerely,

Donald Williams

Donald G. Willens, P.E., Chief
Water Pollution Control Section
Division of Environmental Sanitation

DGW/DMZ/pb

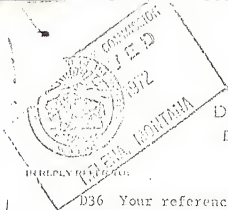
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Letter No. 12







UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

D36 Your reference:
I-90-1 (13) 27-35
St. Regis East and West

Mr. H. J. Anderson
Director of Highways
Montana State Highway Department
Sixth and Roberts
Helena, Montana 59601

Dear Mr. Anderson:

These are belated comments on the Draft Environmental Statement and Section 4(f) determination received from Mr. Chittin for the above referenced highway project. We regret the delay in providing comments. Unfortunately, other priorities prevented an earlier response. These comments are the views of this office and do not necessarily represent the views of our Washington office, or the office of the Secretary of the Interior.

Our letter of August 3, 1971, transmitted preliminary comments on the draft environmental statement and the project in general. We deferred final comments until completion of the Section 4(f) determination which we received October 12, 1971.

Draft Environmental Statement

The draft statement could be strengthened from the standpoint of recreation and related aesthetic concerns. Our main concern, as stated in our earlier letter, is that the project may substantially restrict access to the St. Regis River, especially for auto passengers. Considering the importance of the St. Regis River as a recreation resource (as mentioned in page III-1 of the statement) we would prefer that the project provide more than three access points to the river. We anticipate the project

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would have a significant adverse impact on recreational use of the river by restricting access to it. It would seem appropriate to take further steps to minimize this probable impact by increasing the river access. Apparently, construction of the project will have a minimal impact on the fishery resource.

Section VI "Alternatives" does not consider alternatives to the proposed alignment in the St. Regis area where most of a 14-acre Mineral County park site would be taken for highway right-of-way purposes. Statements on page 2 of the Section 4(f) determination indicate that your office believes that the taking of the park site is unavoidable. If this is the case, then this adverse impact should be discussed in the draft statement under Section IV, "Evaluation of Environmental Impact" and especially under Section V, "Adverse Environmental Effects That Cannot Be Avoided." In its present form, the draft statement only briefly mentions the park impact in Section IV and does not discuss it at all in Section V.

Section 4(f) determination

Our major concern with the Section 4(f) determination is the arrangement to replace the county park land with state owned land which is to be developed and administered by the Montana Fish and Game Commission. It is difficult to determine whether or not the determination satisfies the provisions of Section 4(f) since no alternatives to the proposed alignment are discussed. If there is no "feasible and prudent alternative" to the proposed alignment, we believe the arrangement for replacing the county park land would be satisfactory if the costs of developing the new site are met fully with highway project funds. We view this condition as justifiable since highway project funds are being used to eliminate existing park land and since apparently the replacement land will be made available for recreation at no cost to the state highway department. If the intent of Section 4(f) is to be met, our view is that all costs of recreation development at the replacement site should be paid with highway project funds.

This point is of particular concern since the Department of the Interior, through the Land and Water Conservation Fund, shares the cost of numerous recreation development projects sponsored by the Montana State Fish and Game Department. We do not believe the Fish and Game Department should pay for developing facilities which are being developed solely to mitigate the impact of highway construction per Section 4(f) requirements. If this occurred, the Land and Water Conservation Fund might also be used to pay for the mitigation of the impact of the highway project. We believe our views are consistent with the intent of Section 4(f).

In the future, views of the Department of the Interior on Draft Environmental Statements should be solicited by submitting 15 copies (20 if accompanied by a Section 4(f) determination) to Mr. John W. Larson, Assistant Secretary of the Interior for Program Policy, Washington, D.C. 20240. This concurs with the procedures of the Federal Highway Administration as stated in FPM 90-1, Appendix G-5, which the Department of the Interior is now following. This procedure will result in the consolidation of all Interior agency views into one Departmental response.

We appreciate the opportunity to provide preliminary comments.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

| Date Recd. Frequent <i>2/22/72</i> | | | |
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| | | 30 Planning Design | |
| | | 30 Policy Elements | |
| | | 32 West Region | |
| | | 32 Landscape | |
| | | 33 East Region | |
| | | 34 Hydraulic | |
| | | 36 Traffic | |
| | | 37 Public Hearing | |
| | | 38 Road | |
| | | 39 Consultant Design | |
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